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THE SPHERE
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The Empire's Illustrated Weekly

MR. CHURCHILL CALLS FOR A UNITED EUROPE—BRITAIN'S WARTIME LEADER SPEAKING IN THE MEDIÆVAL HALL OF KNIGHTS AT THE HAGUE AT THE OPENING OF THE CONGRESS OF EUROPE, WHEN HE DELIVERED THE KEYNOTE ADDRESS: From twenty-three countries over 800 delegates, including delegates from Germany, came to support this common cause, and there were resounding cheers for Mr. Churchill as he proclaimed "The Grand Design"

Aristide Briand, of France, and Tsar Alexander of Russia both in their day proclaimed the need for a close union of European peoples; but speaking at The Hague last Friday, Mr. Winston Churchill traced the origin of the idea of a United Europe to Henry of Navarre's conception of "The Grand Design." In his speech Mr. Churchill called for a European Assembly to be established immediately. He defined its aim as being to enable the voice of Europe as a united whole to make itself felt continuously, and heard in all free countries. "It must be a movement of peoples, not of parties," he said. "It must be all for all." Cheers accompanied his pronouncement that "we must not separate without a positive step forward." Further pictures taken at the Assembly will be found on page 195 of this issue. Last Sunday Mr. Churchill was in Amsterdam, where he addressed a crowd of 5,000 in the main square, and reiterated the call he had made on the previous Friday at The Hague. He also referred to the days when his ancestor, the Duke of Marlborough, commanded the combined armies of Britain and Holland

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

At The Hague.—The Hague is a pleasant city which I know well. The nightingales sing divinely at this time of year on its golf course, and its amenities, natural, artistic and gastronomic, are great. I wish I knew more about what is going on there to-day under Mr. Churchill's baton. I hope the Congress of Europe will achieve more than to acclaim a gesture and applaud an ideal. It seems as long a road as ever it was, "to permeate the minds of ordinary people in every country with the sense of being Europeans." Even when that is achieved, some machinery must be installed to enable that single mind to work the miracle of fellowship and peace. The nightmare of life for sentient beings never vanishes. You and I are ordinary men. We mix with ordinary men in bus and train and country lane. They are of many nationalities and of every political shade of opinion. Every one of them appears to possess attractive human qualities. None ever suggests by word or action that he desires war or aggression, or conquests for his own nation. He wants to live at peace, to enjoy such liberty of thought and action as life in crowded communities permits, and to work for better conditions for himself and his children. His overmastering longing is to be let alone, to be freed from the anxiety of war and the bitterness of hate. And always in his nightmare there appears to be a clique of men who control his destinies in his own land or threaten the aspirations and destinies of men in other countries, a clique who, well-meaning or otherwise, know better than he what is good for him and load him with heavier chains as a means to achieving some vague Elysium for him in the far future. Governed we must be. In democratic countries, we have some vague and general choice of leaders, and even when we have entrenched those leaders in power, public opinion (the shrieks and growls of you and me) does fairly soon (as with clothing or petrol rationing) compel our Governments to fulfil our demands or bend to our will. But public opinion in a newly united States of Europe has far more obstacles to face, in space, language, methods of thought. In all Europe, 999 persons in every thousand probably value personal freedom and freedom from fear and want as above all other earthly blessings. For most of our tragic history those 999 have been led by one, blindfold and gagged down the road to ruin. Why, then has this tragedy persisted down the ages in Europe, if public opinion in England can bend a Government to its will in small domestic matters in a matter of months? The answer is: the Curse of Babel—many Governments, not one, to be convinced; many tongues to confuse; great spaces to dissipate purpose; and all the fog and suspicion of diverse and incomprehensible methods of thought. *Parler européen* is more difficult far than learning to speak Japanese like a native . . . and even then, words must be translated into action. Vienna, Verona, Versailles, Lausanne, Locarno, Potsdam, The Hague, just a few milestones on a road that never draws nearer journey's end. But what can men of goodwill do but go on walking, go on trying? Perhaps this time at The Hague the common man's voice will be heard above the smooth formulæ of the selected official delegates.

Second Chamber Stalemate.—As I expected, the talks on House of Lords reform broke down on the vital issue of length of veto. Myself, I doubt if the Government would have welcomed an agreed compromise on that issue. Certainly the Lords were justified in standing firm. But those peers and interested parties who now say: "Why not let things alone? The Upper House may be an anachronism, but three dozen active members enable it to work perfectly"—pursue (as I think) dangerous wishful thinking. We do not know *what* Government may succeed the present. Those who uphold an efficient second Chamber as essential will be wise now to seek reformation to the point agreed at the recent talks. This gist of agreement was well set out in advance in a letter to *The Times* by Mr. Chamberlain, Labour M.P. for Norwood, which merits the most careful examination, coming from a Labour Member who *is* interested in the question and believes strongly in a revising Chamber. This is the gist of his proposal and argument: "Let us, then, get away from the idea of 'Peers,' and establish a Council of State, numbering, say, 300, of which one-half would be elected by the parties composing each new Parliament in proportion to their respective strengths, and one-half nominated by representatives of the various religious communities, universities, the fine arts, learned bodies, trade unions and professional organisations. Thus on the basis of the present distribution of parties in the Commons, roughly 93 Councillors of State would be elected by Labour members, 43 by the Conservatives, five by the Liberals, and so on . . . No longer would a peerage be conferred, or necessary—for access of the Second Chamber—membership of the Council of State would in itself be sufficient honour. This scheme would satisfy the Archbishop of York's desire to see the trade unions represented in the Second Chamber, and the universities would now transfer their representation from the Commons to the Council of State. In this way, too, the B.M.A. would seek to influence the Minister of Health from inside rather than from outside." I find it difficult to disagree with what he says. The monstrous anachronism to-day of hereditary titles conferring hereditary legislative functions is in comparative abeyance only because of a plethora of more instant problems. Any day it may break like a thundercloud, and all hope of a revising chamber may be swept away by public clamour acting upon a still more Left Government. I detest reckless iconoclasm, I respect jealously all our ancient traditions which still remain predominantly useful. But this is one which I have long ceased to support. Of all our institutions the Monarchy is the most impregnably entrenched. I cannot believe that the Sovereign as the Fountain of Honours would suffer the slightest loss of authority by abrogating this function of creating hereditary titles which has become utterly alien to the principles of a new Democracy which in any circumstances are unlikely to swing far back to older tradition; are on the contrary, more likely to move further towards equalitarianism.

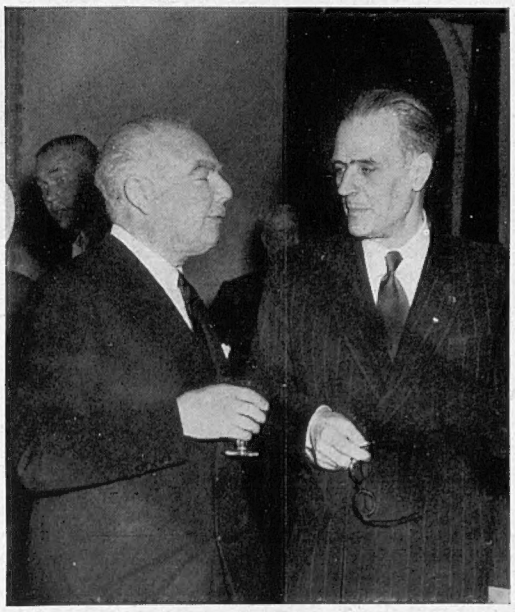
An Extra Session?—It looks as if the Labour Peers and other Parliament men will have to cancel their grouse-moor leases and forego their summer holidays. An extra session, it seems inevitable, must be crammed in if all the outstanding legislative measures are to be forced through and the Parliament Bill put on the Statute Book. If the Government pay any heed to Premier Shinwell's criticism of hasty legislation rushed through without adequate preparation, they should shed the load of outstanding bills and devote the free time to reasonable discussion and preparation of what bills remain. The agenda, as it stands, demands from a serious and responsible Government non-stop sittings from now to 1950; but no doubt the public, proverbially shortsighted, prefers hasty measures to perpetual parliaments.

Thoughts on Pageantry.—We have had some pretty ceremonial pageantry of late and it has cheered us up, brought a little colour into our drab lives. The general public (whatever its political views) seems to think that pageantry is a good thing, and it is certainly a Good Thing which we do very well in England. Indeed, we are to-day *facile princeps* as pageant-masters of courtly ceremonies. And that leads me (without a trace of rancour or envy) to ponder on a strange anomaly in a "modern Democracy" (whatever that may mean). Why is it that only the Nobs are given a chance to dress up and "show their medals"? Without breaking into the vexed question of what (in the eyes of God and true Democracy) a Nob is, or into the abstruse question of why in Britain, with its plethora of Orders and decorations, certain classes and professions divide so large a proportion of the spoils, I allow myself to ponder upon why, if pageantry is good for us, the common man is neither invited nor encouraged to dress up and don *his* medals once in a way. Must he always be a watcher, must he always be content to see the "Nobs" process in fancy dress? This is (we are assured) a "modern Democracy." The common man earned his little share of the lesser divides of ribbon in some discomfort, with sweat and blood. But once he is pushed out of uniform, Army, Navy, Air Force, C.D., fireman's, policeman's, unless he be so lucky as to get the job of cinema commissionaire, there is *not one day in the year* (no, not even Remembrance Day—on which day, under no official direction, a percentage shamefacedly don their medals) when the common man is invited by authority to wear his medals or dress up for a pageant. It does seem odd (if you coolly examine this trivial subject with the echo of that "modern Democracy" parrot-cry in your ears) that authority does not see the need of ordaining a pageant for the millions and not for the Nobs, the Grand Cross Knights and the judges. *One-sided*, I should call it, in a "modern Democracy" wherein "all men are equal, all have an essential part to play."

A NEW HOME FOR "CHINESE" GORDON — THORNYCROFT'S STATUE OF THE GREAT COMMANDER AT A MINISTRY OF WORKS DEPOT IN HYDE PARK, WHERE IT AWAITS REMOVAL TO SANDHURST, HAVING BEEN TAKEN FROM TRAFALGAR SQUARE TO MAKE WAY FOR THE JELLICOE-BEATTY MEMORIAL: Last week Mr. Churchill asked a question about the statue in the House of Commons, and was told by the Minister of Works that if a practical suggestion is put forward it might be possible to consider retaining the statue in London. General Gordon was born at Woolwich 115 years ago, and although the interpretation of his character has suffered at the hands of some historians, there is no gainsaying his bravery or his nobility of mind. As an administrator dealing with backward peoples he was incomparable, but he was often headstrong where diplomacy and patience were required. In his speech last week Mr. Churchill referred to Gordon as "a model Christian hero." Charing Cross has been suggested as a possible site for the statue if the Sandhurst plan is scrapped

Crime in London.—Some facts about London crime to-day which I derived from an authoritative source the other day, struck me forcibly and are not lacking in topical interest at this moment. There has been practically no increase in the number of murders since 1939. The only crimes in the Metropolis whose increase is alarming (and serious in view of the shortage of police), are those of shop- and house-breaking. This increase could be checked if the necessary recruiting of aspirants for the C.I.D. could be maintained, for their preliminary training-practice was devised to make the streets dangerous for criminals carrying their loot to receivers or other hiding-places. At the present moment, they move about freely. Taking the population of Greater London as near 8,000,000 and the capacity of a London bus as 60 persons, you may enjoy the doubtfully pleasant thrill — statistically measured—of being fairly certain that your bus companions include *at least two persons who have been convicted of crimes!* This reflection should make you more careful of your company.

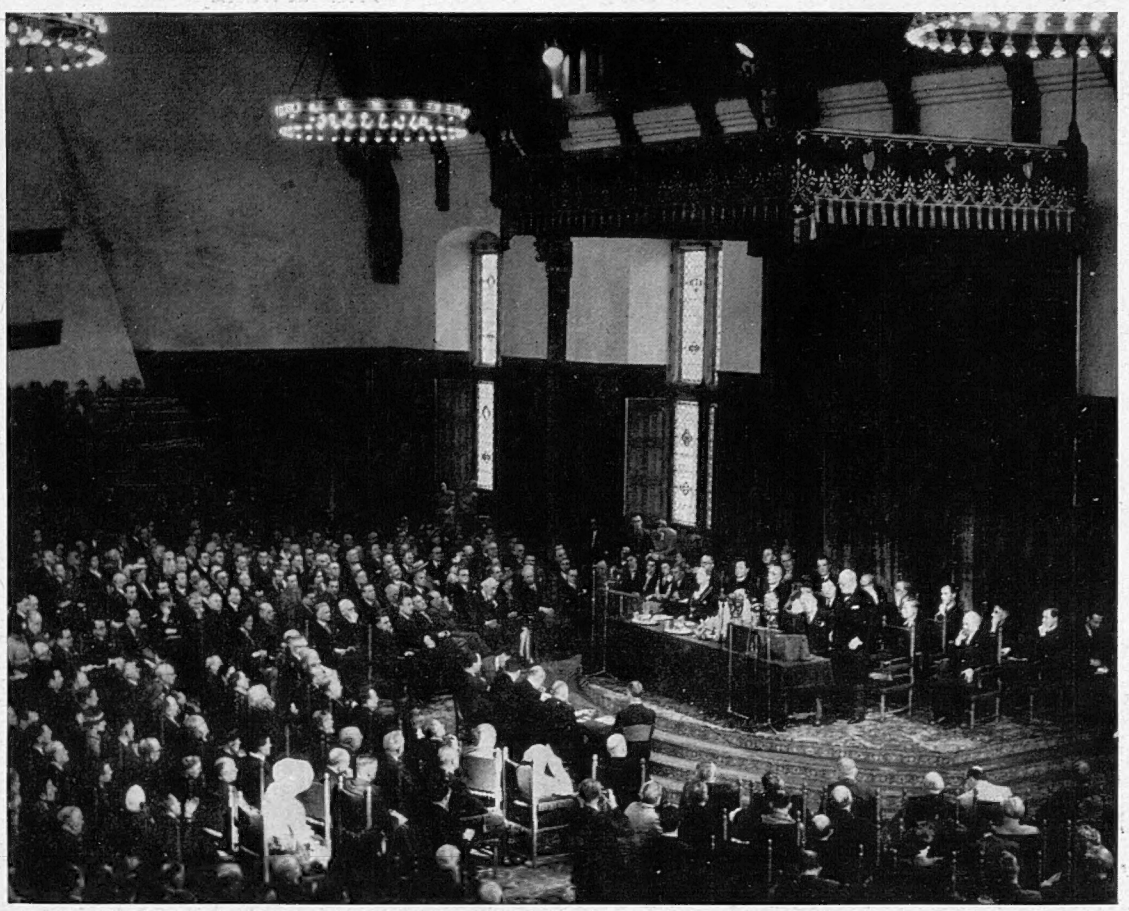
THE OLD STAGER



MR. HORE-BELISHA MEETS "MR. KRAVCHENKO": Britain's former Minister of War in conversation with a man bearing the same name as the author whose book on internal affairs in Russia caused a storm of controversy last year. They met at the reception to the delegates to the Congress of Europe at The Hague. Mr. Hore-Belisha, who for so long held aloft the Liberal banner, is now a member of the Conservative Party

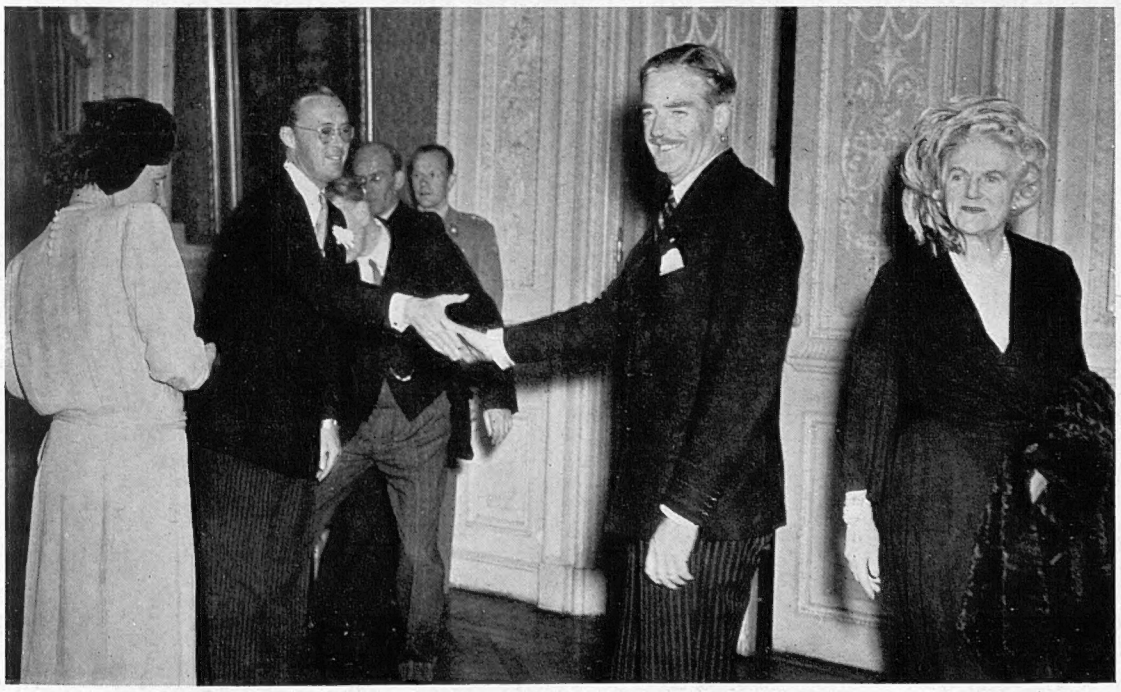
THE CONGRESS OF EUROPE

Delegates of Twenty-three Nations Gather at The Hague



AS MR. CHURCHILL DELIVERED THE KEYNOTE ADDRESS IN THE HALL OF KNIGHTS AT THE HAGUE: This was the impressive scene at the opening session of the Congress of Europe. Beside Mr. Churchill on the rostrum were the Burgomaster of Hague, Princess Juliana and Prince Bernhard of the Netherlands

BRITAIN'S CONSERVATIVE LEADER AND AN EX-SOCIALIST PREMIER OF FRANCE SAT SIDE BY SIDE: Mr. Churchill and M. Ramadier at the Congress of Europe. M. Ramadier is chairman of the Political Committee of the Congress. M. Van Zeeland, former Premier of Belgium, is chairman of the Economic Committee



GREETINGS IN THE RIDDERZAAL: Prince Bernhard of the Netherlands shaking hands with Mr. Anthony Eden just before the start of the Congress in the Mediæval Hall of Knights. On the left is Princess Juliana, who is once again Regent of the Netherlands, and on the right is Mrs. Winston Churchill. The presence of Princess Juliana and Prince Bernhard caused general satisfaction among the delegates of the nations

Mr. Churchill's visits to The Hague and Amsterdam on the occasion of the inauguration of the Congress of Europe had the nature of a personal triumph, and his resounding reception in the main square of Amsterdam last Sunday evidences the affection with which Britain's wartime leader is regarded in Holland. The Congress of Europe at The Hague had a most auspicious start, and if the dream of a truly united Europe still remains as far off as ever it did in the days of Briand, its last great protagonist, there is no doubt that the twenty-three delegations were inspired by Mr. Churchill's oratory, which, as ever, reflected his deep sense of history. Mr. Churchill paused in his speech to call for applause for the German delegates

MR. CHURCHILL ACCLAIMED IN AMSTERDAM: Giving the V-sign after his speech in the main square of Amsterdam. The rostrum was in front of the seventeenth-century Royal palace. Mr. Churchill called for a Europe united against tyranny "whatever liveries it wears"

HEROINES OF THE SECOND WORLD WAR

Commemorated by a Tablet in Knightsbridge

PRINCESS ALICE, COUNTESS OF ATHLONE, UNVEILS THE MEMORIAL: This was the scene outside St. Paul's Church, Knightsbridge, as the flag was drawn aside from the tablet commemorating the fifty-two women of the Women's Transport Service (F.A.N.Y.) who fell in different theatres of war. Of these women and girls, thirteen met their deaths in German prison camps

During the war the Vicarage of St. Paul's, Knightsbridge, served as the F.A.N.Y. headquarters, and it was fitting that the plaque commemorating members of this unit should be unveiled on the wall of the adjoining church. The congregation that almost filled the church included parents, husbands and children of the women who were being remembered, and there were also many past and serving members of the F.A.N.Y. Outside the church the vicar read the passage from Hebrews beginning "These all died in faith." Princess Alice, Countess of Athlone, then drew aside a W.T.S. flag

THEY GAVE THEIR LIVES FOR KING AND COUNTRY: The simple plaque adorning the walls of St. Paul's, Knightsbridge, and listing the names of fifty-two women and girls. Of these some were tortured after capture, some were shot, and some died in the gas chambers

THE SURVIVORS WHO CAME TO PAY HOMAGE TO THE DEAD: *Left*—**Mrs. Odette Churchill (formerly Sansom), G.C., M.B.E., holding five-year-old Tania, the daughter of Mrs. Violet Szabo, whose name appears on the Knightsbridge plaque.** *Centre*—**Miss Vera Atkins, and (*right*) Miss Yvonne Baydson. Mrs. Odette Churchill laid a wreath at the base of the plaque inscribed in her handwriting: "To those who failed to return, with love and homage"**

Royal Occasions

THE PRINCESSES AT THE BALL

The Queen at Queen's College

REELS WERE ON THE MENU : Princess Elizabeth, the Duke of Edinburgh, and Princess Margaret having supper with Lord Ogilvy (left) and other friends at the Royal and Merchant Navy Ball at the Dorchester. The ball was held in aid of King George's Fund for Sailors, and there were no fewer than 800 guests. During the evening a request came from the Royal table for reels

PRINCESS ELIZABETH OPENS THE MARIE CARLILE HOSTEL FOR BUSINESS GIRLS : Her Royal Highness about to enter the hostel in Marylebone Road accompanied by the Mayor and Mayoress of Marylebone. The building was formerly Queen Charlotte's Hospital Nurses' Home, and during the war was opened by the Church Army as a Services club. The hostel has been named in honour of Miss Marie Carlile, formerly honorary secretary of the Women's Work of the Church Army, and sister of Prebendary Carlile, the founder of the Church Army. Miss Carlile, who is now in her eighty-seventh year, was unable to be present, but Princess Elizabeth proposed that a message of affectionate greeting should be sent to her

THE QUEEN AND THE THREE "D'S" : Her Majesty inspecting students at Queen's College, Harley Street, the pioneer college for the education of women, during a visit on the occasion of the College's centenary celebrations. The Queen addressed the students saying : "I would like to name the qualities which I believe we need : the three D's—the elder brothers of the three R's : first, discernment, the ability to judge between the false and the true ; second, decision, the power to turn judgment into action ; and third, design, the art of giving practical form to a plan of action"

b

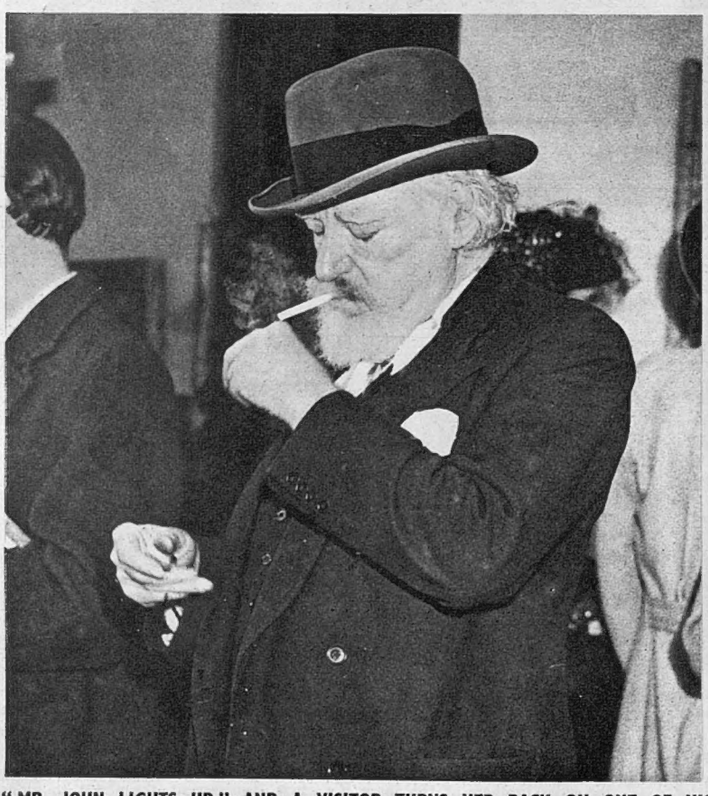
MR. JOHN'S ACADEMY

The Artist and His Public at the Leicester Galleries

Augustus John was born in Tenby in 1878. As a young man he was recognised as a leader in the realm of portraiture, his first pictures at the New English Art Club bringing the world flocking round him in adulation. To-day at seventy he still stands head and shoulders above most of his contemporaries; his touch is still sure, his insight into personality surer than ever, his ability to impose unity upon his work by sheer force of character plain to see. Mr. John's exhibition of thirty-six paintings, his one-man Academy, brought a great throng to the Leicester Galleries, and perhaps attracted as much publicity as the Royal Academy opening of the week before, that Academy which has honoured him time and again and which he has had occasionally to call to task. Augustus John stands to-day on both sides of the artistic frontier. He was made an R.A. in 1928 and nearly became the Academy's President. Polite society has made much of him, but he has never allowed his art to be shackled or his outlook to grow old

THE BEARDED MASTER STANDS IN THE CENTRE OF THE RING AS "ALL LONDON" COMES TO SEE HIS WORK: Mr. Augustus John at the Leicester Galleries at the private view of his one-man Academy. The artist is now seventy, but his powers of almost uncanny penetration into the enigma of personality keep him in the front rank of contemporary portraitists

SURVEYING MR. JOHN'S LATEST PORTRAITURE: Mrs. Ronald Squire, wife of actor Ronald Squire, touring the Leicester Galleries on private-view day



"MR. JOHN LIGHTS UP" AND A VISITOR TURNS HER BACK ON ONE OF HIS PICTURES: *Left*—The artist, a rugged weather-beaten figure, came dressed in his best for the one-man Academy which so many wanted to see. *Right*—"Beau" Hennings, resplendent in "The Look," turned from the masterpieces to provide a portrait for the Press. In all there are thirty-six paintings on view, including a giant canvas which was still wet when it arrived at the gallery

LEADERS OF THE POST-WAR R.A.F.—SOME OF THE COMMANDERS WHO GATHERED AT THE AIR MINISTRY IN LONDON FOR THE CONFERENCE OF COMMANDERS-IN-CHIEF CALLED BY THE CHIEF OF THE AIR STAFF, MARSHAL OF THE R.A.F. LORD TEDDER: Reading round the table from left to right are—A.O.C.-in-C. Flying Training Command, Air Marshal Sir Ralph A. Cochrane; A.O.C.-in-C. Technical Training Command, Air Marshal Sir Ralph A. Sorley; A.O.C.-in-C. Middle East, Air Marshal Sir William F. Dickson; Air Commander-in-Chief, Air Command, Far East, Air Marshal Sir Hugh P. Lloyd; A.O.C.-in-C. B.A.F.O., Air Marshal Sir Arthur P. Saunders; Air Marshal Sir Robert Y. Goddard; A.O.C.-in-C. Maintenance Command, Air Marshal Sir Cyril Cooke; A.O.C.-in-C. Reserve Command, Air Marshal Sir Alan Lees; Air Marshal Sir Charles E. H. Medhurst; and Inspector-General of the R.A.F., Air Marshal Sir George C. Pirie. The Conference is being attended by members of the Air Council, officers of high rank from home and overseas commands of the R.A.F., as well as the Air Forces of the Dominions

THE EMPIRE'S AIR CHIEFS IN CONCLAVE

Lord Tedder Holds His Annual Conference in London

LORD TEDDER PRESIDES: The Chief of Staff with some of his Air Council colleagues at the Air Ministry Conference. Left to right—Air Marshal Sir Hugh Walmsley, Deputy Chief of Staff; Air Marshal Sir Alec Coryton, Controller of Supplies (Air); Air Marshal Sir Leslie Hollinghurst, Air Member for Supply; Air Marshal Sir Hugh Saunders, Air Member for Personnel; Lord Tedder; Air Marshal Sir James Robb, Vice-Chief of Staff; and Air Marshal Sir Roderick Hill

REPRESENTATIVES OF THE COMMONWEALTH WERE PRESENT IN FORCE: Reading left to right round the table—Under-Secretary of State Sir James Barnes; Air Marshal Curtis; Deputy Chief of Air Staff, Air Commodore Scherger, R.N.Z.A.F.; Air Commodore S. Wallingford; Director-General of S.A.A.F., Brigadier J. T. Durrant; A.O.C.-in-C. Transport Command Air Marshal, Sir Brian E. Baker; A.O.C.-in-C. Bomber Command, Air Marshal A. B. Ellwood; A.O.C.-in-C. Flying Training Command, Air Marshal Sir Ralph Cochrane; A.O.C.-in-C. Technical Training Command, Air Marshal Sir Ralph Sorley (in civilian clothes)

EMPIRE SETTLEMENT: THE MISSING MINISTRY

A Guiding Hand Needed in Planning Emigration

By FERDINAND TUOHY

It was a strange defect that Britain, centre of a world commonwealth and herself beset by an unresolved population problem, had no government department consecrated to the movement of Empire and other populations at a time when the greatest known migratory stirring had palpably taken hold of large sections of mankind.

IT is currently the vogue to turn back inordinately to 1848. I turn forward, for a change, to 2048, to the report of the Royal Commission on population a hundred years on (not the same Commission, by the way, as the one that started sitting in 1944).

I know that the very idea of another Ministry will cause grinding of teeth at this stage. But you needn't worry, since there 's no chance of so sensible an innovation accruing yet awhile. Ministries new and old multiply their minions monstrously so as to intensify experiments on the nation as if it were a guinea-pig, but anything like a Ministry of Overseas Settlement would be highly redundant.

Yet the recently issued P.E.P. Report, which has stolen a march on the tortoise-moving Royal Commission on population, advances yet one more reason why the commanding question of migration should be moved to the forefront of the nation's affairs, instead of being relegated to a cupboard from which, it is hoped, it will not too awkwardly obtrude.

After discussing such controversial matters as whether this country is over-populated, steps making for a positive as distinct from a *laisser-faire* population policy, and the importance of assuring quality no less than quantity of human beings, the Report appreciates that " there are many people who feel, rightly or wrongly, that, apart from the uncertainty of the fundamental economic situation, a planned economy of the kind which may prevail in Britain will offer few opportunities to the ambitious youth who prefers risks to security."

So much accepted, the Report observes that emigration will augment the outbalancing of the young and the middle-aged by the elderly and the old, and advocates selective immigration into the United Kingdom from Europe, adding that such a policy will be needed in any event to complement the outward flow of British emigrants to the Dominions.

Otherwise put, untold thousands of foreigners would move progressively from the Continent to this country and here become citizens in room of Britons leaving to settle overseas. Given the mixture we already are, there is nothing so very alarming about this, although it does strike home in a peculiar manner. Yet one has only to look at the obverse side for compensation : Britain would be peopling the Commonwealth with her own stock.

The argument thus becomes reinforced for grappling with the whole intricate question of changing populations in mid-stream. I use the plural because, to hear some people talk, one would think this were a question for the United Kingdom only. Of course, other parts of the Commonwealth, and the main parts, are every bit as concerned in migration as we are. The difference is that they hunger for immigrants, while in Britain there 's a strong brake on allowing people to leave the country.

In this respect, it is quite wrong to refer to " popular ideas on the desirability of smaller numbers." The word " popular " connotes an unthinking, even vamped-up attitude of mind, whereas it cannot be too strongly emphasised that the leading statesmen of our Dominions, with the best will in the world towards Britain, firmly believe that we simply must envisage a radical cut-down in population, and it is possible that, seeing from afar, they see the better.

They point out that the United Kingdom never supported a higher population than 35,000,000, even in its heyday. Over and above that figure, the bill was paid from overseas investments and invisible exports. How, then, can Britain expect to support a fifty-million population when her overseas investments and invisible exports are largely gone, and when she is heading ever more surely into a permanent " buyers' market " so far as she is concerned ?

" Many Englishmen believed that it was a law of nature that Britons should make and sell goods, and that foreigners should buy them," wrote Cotter Morison in the last century, and at times one wonders if the belief hasn't become more firmly implanted than ever it was.

It is no agreeable writing to have to recall that a century ago Malthus laid it down as unreasonable to expect that any country merely by the force of skill and capital should remain in possession of markets uninterrupted by foreign competition. One need be no Malthusiast to recall that this controversial cleric held it to be accidental and temporary, and not a natural and permanent division of labour which constitutes one State the manufacturer of another. Yet, if one believes the present mania for exporting to be fallacious, it is as well to say so.

Even if the belching forth of exports did not engender acute deprivation at home (an idiotic return only too evident), even if the policy of drenching the world with our goods were shown to be sound, there would still be no excuse—in a free society—for keeping vast numbers of people in a country against their wills ; the more so since the reason given—man-power shortage—has obvious fissures in it. We aren't using what we 've got.

One restrictive practice is to put people of fifty and sixty on the shelf, as incapable of further work. I never heard of such nonsense. By all means 'tis fair and fitting for them to stop work if there 's a surfeit of willing hands. But in a society that is chronically short, as never ceases to be drummed into us ?

Another " restrictive practice " is to hold up one's hands in horror at the thought of employing boys of fifteen and sixteen. When local Councils decide that boys bursting with nervous energy " are too weak to attend to their lessons properly " after delivering a round of newspapers, I begin to think we really were a saner, better breed in good King Edward's day.

The exact usage to which man-power is put would necessarily come within the purview of a Ministry of Overseas Settlement, one of whose missions would be to keep overseas governments posted as to what jobs they can expect to have filled from the United Kingdom, and, conversely, what jobs are offering in the United Kingdom to people in the Dominions—for they also migrate over here, though the fact is not sufficiently understood.

The existing situation is one of dark confusion. Canada seizes by air a few thousand British settlers ; Australia manages to scrounge a ship and, off her own bat, puts a thousand on board ; a converted trooper sails to South Africa with the decks so fly-blacked by humanity that emigrants arrive at the other end hating proximity to their kind.

A Ministry of Overseas Settlement would have something to say about Mr. Harold Wilson's assertion that more emigrants are leaving Britain now than after the 1914-18 war. Among other things, there was an Empire Settlement Board in existence then, and one of its undertakings, if I remember rightly, was to send 450,000 to Australia over a span of years. Overseas settlement was not exactly a success in the early 'twenties, but one would like to know where the ruling powers show kindred effort to-day—*or intention*.

Not so long ago, figures were issued claiming that 700,000 persons had left Britain since VE-Day, the idea being to give the impression that emigration is flowing well. I should be interested to hear what the Dominions have to say of that fancy figure, which must have included all kinds that packed up, and many who were simply returning after the war.

Were it in existence to-day, the Ministry of O.S. would have its work cut out, alone probing the implications of the recent poll, which showed that 42 per cent. of Britain wished to emigrate. How strong are those wishes ? How many could expect to " make a go of it " at the receiving end ? The proportion of women involved ? Old people ? Families ? Rentiers or of independent means (drones) ?

The number of women emigrants is still as important as E. R. Wakefield found it to be a century ago ; yet one would hardly think so, judging by the way males only are being sought and sent out.

Naturally, every agency interested in emigration would regard the Ministry as the fountain-head—for example, the Church and Empire Settlement, one of whose pamphlets on the subject has come my way. Wakefield put the big three of emigration as : Women, Religion, Marriage.

And the Ministry would shoulder the neglected but very necessary instruction of emigrants, as to what to expect, generally, of life in the land of their choice. The numbers that are currently returning to Britain, or, worse, staying on and grumbling, testify to the need for a solid preparatory course before sailing, giving the chance to drop out. (Few are returning, but few have gone.)

Then there 's the hardest tussle of all : getting ships. Australia's Mr. Chifley has shown what a Minister can do when there 's the will. He collected even discarded aircraft-carriers. Not a doubt but that more shipping of a kind could be made available for emigration were there the will. Those with the last say in these matters have no notion how hard persons are prepared to travel to start life anew.

At present these people have to fend for themselves all along the line, and I can guarantee it is a gruelling and heart-breaking affair. A Ministry of O.S. would see that emigrants and their belongings, often their household belongings, were moved as befitted persons going out to plant Britain in the wider world, and not as poor relations being hastily bundled through the back door.

The Missing Ministry is bound to come, the way things are turning.

THE 1948 SETTLERS : British emigrants going ashore at Wellington, New Zealand, from the S.S. " Atlantis," which recently reached the North Island after a forty-day voyage from Southampton with a large party of selected settlers on board

THEY TOURED " THE WINDY CITY " ON A DAY OF SUMMER SUNSHINE : On arrival in Wellington some of the immigrants who were awaiting transit to other parts of the Dominion were taken on a sight-seeing tour of the capital. Under the Government scheme British workers are selected in Britain for jobs in essential industry in New Zealand. Where the selected persons served in the Armed Forces during the war they are given a free passage ; otherwise they contribute £10 towards the cost of the fare to New Zealand. There is no barrier against any British person emigrating to the Dominion, but the assisted scheme is restricted mainly because of New Zealand's shortage of housing. For the same reason, emigration of large families is not at present encouraged. The 490 emigrants who arrived by the 15,000-ton liner *Atlantis* include girls for domestic work in hospitals, hotels and hostels, nurses for hospitals, typists, factory workers, engineering and printing tradesmen, men for the coal-mines and forestry workers.

PASSPORT TO A NEW LIFE : British emigrants lining-up in a saloon of the " Atlantis " to have their papers checked

WITH THE AUSTRALIANS IN ANTARCTICA

The "Wyatt Earp" Surveys the Balleny Islands

A FIRST GLIMPSE OF THE RUGGED, ROCK-BOUND BALLENY GROUP: Looking beneath one of the furled sails of the Australian research ship "Wyatt Earp" as she neared one of the islands of this group lying on the Antarctic Circle about 150 miles from the coast of the Antarctic Continent. The islands were discovered in 1838, but had never been properly surveyed until the "Wyatt Earp's" visit

With Lincoln Ellsworth's celebrated research ship the *Wyatt Earp*, a vessel of 403 tons, which was built in 1919 for the Norwegian fishing trade and has since made five visits to the Far South, Group-Captain Campbell and members of his Australian National Antarctic Expedition set off last February from Melbourne for Commonwealth Bay on the Antarctic Continent. They did not succeed in penetrating the pack ice and reaching the continental shelf, but a very full programme was carried out in meteorological, cosmic ray and marine biological research. A visit was paid to the remote Balleny Islands, and also to Macquarie, and on this and the next pages THE SPHERE presents some of the photographic results of a highly successful survey. *Wyatt Earp* stood up well to the severe tests imposed upon her, but the general impression is that she is too old to be a headquarters ship for a modern expedition, and it is probable that when Group-Captain Campbell sets out again it will be with a new vessel

MADE FAST TO AN ICE FLOE IN THE HEART OF ANTARCTICA: The "Wyatt Earp," headquarters ship of the Australian National Antarctic Research Expedition, and a veteran of Antarctic exploration, seen during her latest visit to the Far South, when her crew carried out important survey work. Amidships can be seen the "Wyatt Earp's" Sikorsky Kingfisher, which did an aerial survey

IN A MACQUARIE ISLAND ROOKERY: Group-Captain Campbell (left), leader of the Australian National Antarctic Expedition, and Chief Petty Officer T. Liddell examining a Royal penguin. The "Wyatt Earp" called at Macquarie, where the Australians have a meteorological station, on the return voyage to Melbourne

WITH THE AUSTRALIANS IN ANTARCTICA—THE "WYATT EARP" IN THE FAR SOUTH

STEAMING SOUTH THROUGH A REGION ALIVE WITH ICEBERGS: Below latitude 65 the Australian National Research ship "Wyatt Earp" passed a great series of bergs. They were mostly tabular, several miles long and up to 200 ft. high, part of the icy Antarctic shelf that had broken away and drifted seawards. The first berg was passed ten days out of Melbourne, and a member of the crew of the research ship recorded that the temperature dropped to 21 deg. below Fahrenheit. The windward side of the ship was soon covered by a 2-in. sheath of ice. After passing these stately processions of bergs the "Wyatt Earp" nosed through an area of floe-ice, a prelude to the much thicker pack-ice

TAKING OFF FOR A SURVEY OF THE ANTARCTIC MAINLAND: In this Sikorsky Kingfisher, Squadron-Leader Robin Gray, of the Royal Australian Air Force, flew over the pack-ice, which the "Wyatt Earp" failed to penetrate, and made a survey of the Antarctic mainland in the region of the Ninnis Glacier. With him he took a photographer, L. Le Guay. They found on the flight that a belt of pack-ice, much thicker than was anticipated, separated the "Wyatt Earp" from the mainland

In the forefront of the latest effort to probe the secrets of the Antarctic Continent is the Australian National Antarctic Research Expedition. Earlier in the year, it may be remembered, the Australians established meteorological stations on Heard Island and Macquarie Island. The idea is that these stations shall be manned permanently, and at the time of writing both wintering parties are thriving. Meanwhile, the *Wyatt Earp*, the veteran research ship made famous by Lincoln Ellsworth, has penetrated right into the heart of Antarctica, making a 7,000-mile voyage almost to Commonwealth Bay, and the results have been most satisfactory.

Australian operations in Antarctica are under the general direction of an Antarctic Executive Planning Committee, comprising representatives of Federal Departments and several Antarctic experts, including Sir Douglas Mawson, veteran polar explorer. Group-Captain Stuart Campbell is the official leader of operational activities. He was officer-in-charge of aerial observation in the Mawson Expedition of 1929-31. This season the *Wyatt Earp* was delayed by engine trouble and recalled for inspection when about 800 miles south of Hobart, Tasmania. She sailed again early in February and returned to Melbourne on April 2. Commander Karl E. Oom, a survey specialist of the Royal Australian Navy, commanded the *Wyatt Earp*, which carried Mr. Phillip Law, M.Sc., in charge of cosmic ray investigations; Dr. F. Loewe, a meteorologist, and Mr. T. McCarthy, a magnetician.

From a photographic viewpoint the most outstanding results of the *Wyatt Earp*'s cruise were the pictures brought back from the Balleny Group, and Commander Oom's survey of that group was an achievement of the first importance.

BOUNDED BY HIGH CLIFFS, COVERED IN ICE AND SNOW, THE BALLENY ISLANDS REACH A MAXIMUM HEIGHT OF ABOUT 5,600 FT. : This picture was taken as the Australian research ship cruised past one of the islands in this remote group. The five islands (Row, Buckle, Boorodaile, Sturge and Young) are usually shrouded in fog, and are bounded by almost unbroken volcanic cliffs. Thanks to good weather, Commander Oom, survey specialist of the Royal Australian Navy, was able to complete a survey of the islands. There is no record of any party ever having spent more than a few minutes ashore in the Balleny Islands

OBTAINING GEOLOGICAL SPECIMENS IN THE REGION OF THE BALLENY ISLANDS : Lieut. N. H. White, navigation officer of the "Wyatt Earp," at work on a floe. Round his waist is a rope to ensure his safety in case of accidents

BELOW DECKS IN THE "WYATT EARP" : The members of the crew kept reasonably warm throughout the 7,000-mile voyage. Beards were popular, and a favourite form of relaxation was rug-making. Two exponents are seen in the foreground

A Pictorial Survey of the Foreign News

FROM EUROPE, THE MIDDLE EAST AND THE FAR EAST

KING FAROUK OF EGYPT RECEIVES THE REGENT OF IRAQ AND ENTERTAINS HIM TO A LUNCHEON IN CAIRO: The Regent is seated on the King's right hand and is seen talking with Mohamed Kaidar Pasha, the Egyptian Minister of National Defence. On King Farouk's left hand is the Iraqi Minister of Defence, who is seated next to Abdul Azzam Pasha, the Secretary-General of the Arab League. The Regent is known to have discussed with King Farouk the outcome of his talks with King Abdullah of Transjordan and to have obtained the King's approval for the Amman decisions on Palestine

YET ANOTHER ATTEMPT ON THE LIFE OF NAHAS PASHA: The damaged façade of the Egyptian Premier's Cairo villa after the recent bomb outrage. This is the fifth attempt to assassinate Nahas Pasha in the course of his political career. This time the attempted assassination was planned along the lines used so frequently by Palestine terrorists. Two lorries, apparently driven by men wearing Egyptian Army uniforms, drove into the fashionable residential quarter of Garden City and halted in front of the Premier's villa. After lighting the fuse all the men climbed into a second car, leaving the first to blow up. Nahas Pasha was unhurt, but his wife was slightly injured by broken glass

EUROPE'S HIGHEST LABORATORY FOR THE STUDY OF COSMIC RADIATION AND ELEMENTARY PARTICLES: *Left*—**The wood-and-aluminium observation hut established at a height of 12,000 ft. on the Plateau Rosa, in the heart of the Alps.** *Right*—**Professor Patrick Blackett, of Manchester University, Professor Bernardini, Director of the Laboratory, and Professor Rostagni of the University of Padua outside the hut. In the background, on one of the rocky pinnacles, is a towered laboratory building. The laboratory is financed by the Italian Government, by the University of Rome, and by a number of Italian firms, including Fiats**

A BRITISH NEWCOMER TO INTERNATIONAL MOTOR RACING—THE TRIUMPH OF THE 16-H.P. HEALEY: The British touring car passing the finishing-post at Brescia when winning the Mille Miglia—Italy's class 1,100-mile race. This is the first time in the history of the event that a British car has won outright. The Healey was driven by Count Johnny Lurani, with Serafini as his co-driver

SMILES OF VICTORY AFTER THE BRITISH TRIUMPH IN THE MILLE MIGLIA: Mrs. Haines, wife of driver Haines, who drove one of the Healey cars; Mr. Donald Healey, designer and managing director of the Healey concern; his son, Geoffrey Healey, who drove with his father in the racing-car class, and was unexpectedly placed despite a mishap; and Countess Lurani, wife of the Italian who was at the wheel of the winning Healey. The Healey, built in a factory in the back streets of Warwick, and a complete newcomer to the international field, covered the breadth and half the length of Italy, with all the everyday traffic hazards, in 17 hours 24 minutes, and this despite the fact that for 750 miles the rear suspension was broken

EARL MOUNTBATTEN AND HIS SUCCESSOR IN THE GOVERNOR-GENERALSHIP OF INDIA, SIR CHAKRAVANTY RAJAGOPALACHARI : They met at a recent reception at Government House, Calcutta. Sir Chakravanty, who is aged sixty-nine, is the present Governor of West Bengal. He will become Governor-General of India on June 21, when Earl Mountbatten will leave for home. He is a barrister by profession and acted as Governor-General last November when Earl Mountbatten was in London for the wedding of Princess Elizabeth and the Duke of Edinburgh. The new Governor-General was for years a close friend of Gandhi

THE NEW KING OF THE YEMEN RECEIVES THE PRESS, A FIRST PHOTOGRAPH OF THE IMAM AHMED TAKEN AFTER HE HAD ENTERED HIS CAPITAL AT SANA AND OUSTED THE USURPER WHO HAD SEIZED THE THRONE ON THE DEATH OF HIS FATHER : Seated on King Ahmed's left hand is his Adviser, the Emir Al Deiri, and three of his sons. Recent events in the Yemen have been decidedly confused, with news despatches few and far between, but it is now known that King Ahmed has been enthroned and that the ringleaders of the revolt against his dynasty have been gaoled and are awaiting trial. The dominions of the Imam lie to the north-west of Aden Protectorate and contain some 750,000 square miles, with a population of 3,500,000. The new Imam was the eldest of his father's nine sons

ABDUCTED GREEK YOUTHS ARRIVE IN ATHENS AFTER BEING FOUND ABANDONED IN THE FORESTED RAVINES OF THE ROUMELY MOUNTAINS : These children formed part of a body of 2,300 women and children whom the Greek Regular Army rescued as a result of operations in Central Greece. It was the high speed of the Regulars' advance that led the Communists to abandon their women and children. Altogether 5,000 Greeks have been abducted during recent months and carried into the Soviet satellite states to receive a specialised education. The Greek Regulars have been exerting continual pressure in Central Greece

PLATOON IN THE ATTACK ON GHIONA MOUNTAIN : A lieutenant of the Greek Army leading his men against a guerilla position. Rebel casualties are now beginning to mount up, and in the Roumeli Mountains scores are surrendering rather than face death from exposure

THE BIRTH OF A NEW ERA IN INDONESIAN AFFAIRS : A Muslim priest administering the oath by holding the Koran over the head of Raden Adipati Wiranata Koesoema when he was installed Chief of the new West Javanese State of Negara Pasoendan. The ceremony took place in the Parliament building at Bandoeng. As the new Chief of State is severely crippled with paralysis, he sat during the ceremony. Standing on the left is the Lieut.-Governor-General of the Netherlands, Van Mook, who has played such a big part in the negotiations of the past two years between the Netherlands and Indonesian Republicans

On right—**THE YOUTH WHO MURDERED MR. CHRISTAS LADAS : This twenty-two-year-old street sweeper, Eustratios Moutsoyannis, said to be a member of Opla, the wartime Communist militia, was himself shot by the police and injured by fragments of his own grenade when he killed the Greek Minister of Justice.** He threw the grenade into Mr. Ladas's motor-car as the Minister left church after attending service

SCOTS GUARDS AGAIN RESPLENDENT IN SCARLET: A rehearsal in progress at Chelsea Barracks for the Trooping the Colour ceremony which will take place on the Horse Guards Parade on the King's official birthday, June 10. Those men not yet fitted out in scarlet wear busbies, just to get the feel of them. Not for nine years has full-dress been worn for "the Trooping"

A FIRST POST-WAR FITTING: A young Guardsman is inspected with a critical eye after he has donned his scarlet uniform for the first time

BUSBIES AND SCARLET ONCE AGAIN

The Guards Rehearse for Trooping the Colour

The edict has gone forth that there is to be no austerity for austerity's sake on Royal ceremonial occasions among the Guards Battalions, and the scarlet uniforms, put away for nine years of war and emergency, will this year be seen again at the Trooping of the Colour; also the busbies, headgear at once picturesque and unseasonable. The pictures on this page show the dress rehearsals for the Trooping taking place on the spacious square of Chelsea Barracks. These rehearsals are in the fullest meaning of the word dress rehearsals; the equally important drill rehearsals will come later, the parades being held to see that the Guardsmen, who have drawn their scarlet from stores, are properly fitted and comfortable in their heavier-than-normal equipment. Those who want to see a drill preview of the Trooping can do so at the British Industries Fair, where, by all accounts, working model soldiers put up a most spectacular performance

A WARM SPRING DAY FOR A FULL-DRESS REHEARSAL: Non-commissioned officers of the Guards taking part in a first parade at Chelsea in preparation for the Trooping. The two officers on the right, one acting as standard-bearer, are in battle-dress, but wear busbies and have ceremonial swords. The standard in this instance would appear to be a blanket attached to a pole

THE BANDSMEN COME OUT IN ALL THEIR OLD CEREMONIAL "PEACE-PAINT": *Left*—The Drum Major and the Pipe Major of the 2nd Battalion Scots Guards at the Chelsea Barracks rehearsal for the Trooping. *Right*—The pipers marching to their positions on the parade-ground. Their ceremonial equipment is particularly trying on a warm day and is considerably heavier than that of the guardsman in his scarlet tunic

BEATING THE BOUNDS OF THE TOWER OF LONDON

Spring Sunshine Shone on the Ascension Day Procession

BEATING THE TOWER BOUNDS: A Yeoman of the Guard issuing choir-boys of the Chapel Royal of St. Peter ad Vincula with white osier wands before the Ascension Day ceremony. On the right is the chaplain, the Rev. R. M. La Port-Payne, and, on the left, the Chief Warder of the Tower, Mr. A. Cook

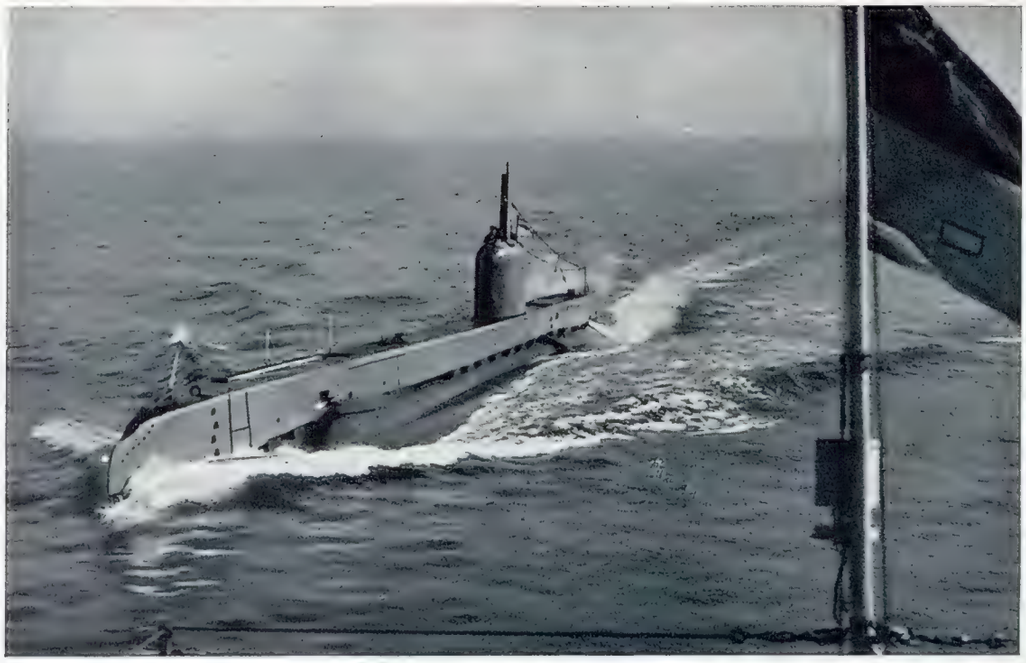
THE PROCESSION STARTS: The chaplain leads the choir-boys to the first of the bounds on the water-front near Tower Pier. There are thirty-one boundary-marks and the ceremony took an hour to complete. Bright sunshine shone during the morning

The annual ceremony of beating the bounds of a parish is believed to date back to Anglo-Saxon times and is usually observed during Rogationtide or on Ascension Day. The earliest recorded ceremony at the Tower was in 1555. Its object was to instil into the younger generation the local boundaries which they whipped. The beating of the bounds of the Tower of London is now observed, with full ceremony, every three years, and it was carried out in a modified form throughout the war years. May 6 this year was a fortunate day in that the sun shone brightly for the full ceremony. Many of the boundary stones are small iron plates at the foot of the walls; others are sunk in the roads round Tower Hill. Some had been newly-painted for the occasion. The plates are simply inscribed with their number and the letters W.D. either side of a broad arrow. After the thirty-one bounds had been whipped, the procession returned to Tower Green.

A DETACHMENT OF YEOMEN WARDERS WITH THE RESIDENT GOVERNOR OF THE TOWER GOES ON PARADE: The well-known figure of the Resident Governor, Colonel E. H. Carkeet-James, was resplendent in full-dress scarlet uniform

"WHACK IT, BOYS, WHACK IT!": The Chief Warder of the Tower raises his mace to halt the procession at No. 1 Boundary. While the whacking proceeds, the chaplain pronounces "Cursed is he that removeth his neighbour's landmark"

LEAVING THE PRECINCTS OF THE TOWER: The Chief Warder led the procession, followed by the chaplain and the choir-boys and boys and girls living in the Tower. Next came the two detachments of Yeomen Warders, in full State uniform and carrying damascened halberds, and followed by the Yeoman Gaoler, with the symbolic axe



STRIPPED AND STREAMLINED FOR HER TASK: The submarine "Seraph" passing H.M.S. "Battleaxe," one of our new Weapon-class destroyers, during exercises off the English coast. The unusually great speed of the submarine has set up a big bow wave, and a considerable wash. H.M.S. "Seraph" has been modified since her completion expressly for her part in present experimental work

Most of the Royal Navy news these days is of ships sent to the scrap-heap, laid up or sold. Of new battleship construction there is none. Small-warship construction and development continues, however, and the new Weapon class represented by H.M.S. *Scorpion*, *Battleaxe* (fitted as leader) and *Crossbow* are obviously outstanding in their field. The *Battleaxe* and *Crossbow* are at present undergoing tests in British waters, the aim of the exercises being to find out if in the future the destroyer will best the submarine or the submarine best the destroyer. They are operating in conjunction with H.M.S. *Seraph*, one of the very handy craft of the "S" class which are reported to be able to crash-dive in thirty seconds. When the Weapon-class destroyers visit the United States for joint manœuvres, they will try their armament and their speed against one of the latest German submarines (the *Mark 21*, with a submerged speed of 15 knots). On the results will to a large extent depend the future trend of destroyer design. In this way Britain is planning a new Royal Navy, but as regards the capital ships, the spearheads of the Fleet, naval strategists have been cautious ever since Bikini. They await developments in other lands

ON THE BRIDGE OF H.M.S. "BATTLEAXE" — ONE OF BRITAIN'S LATEST WARSHIPS, WHICH IN JUNE WILL VISIT KEY WEST, THE U.S. NAVAL DEPOT IN FLORIDA BAY AND THEREAFTER TAKE PART IN JOINT EXERCISES WITH THE U.S. FLEET, INCLUDING THE EX-GERMAN U-BOAT, "MARK 21": The destroyer force, which has been exercising in British waters in company with the submarine "Seraph," will be under the command of Captain Sir Charles Madden, Bart., R.N., son of the late Admiral of the Fleet Sir Charles Madden. Captain Sir Charles Madden is seen in the centre of this group of officers in H.M.S. "Battleaxe"

H.M.S. "CROSSBOW" MAKING FUNNEL AND CHEMICAL SMOKE: One of the new Weapon-class destroyers, near-cruisers in their active-service potentialities, engaged in avoiding-tactics in a battle with the submarine "Seraph." The "Crossbow," sister-ship of "Scorpion" and "Battleaxe," carries a main armament of 4-in. guns and also torpedo-tubes. Her peacetime complement is eight officers and 226 men

PLANNING FOR A NEW ROYAL NAVY

Submarine and Destroyer Duels and an Aluminium M.T.B. Provide Information for the Naval Architect

While the submarine and the destroyer are the subject of intensive naval research, and they are pitted against each other experimentally with a view to deciding upon their future roles, attention is also focused on the motor torpedo-boats, the little ships which did such sterling service off Britain's coasts. It has been found possible to introduce an aluminium-alloy version of the M.T.B., and No. 539, which was launched recently at Beaumaris, Anglesey, will be studied with intense interest by naval architects. The warship of the future will almost certainly be a composite structure of steel and light metals, and light alloys may be used in even the largest ships for deckhouses and other portions of superstructure not subjected to the heavier strains and stresses of service routine. The Americans have already on the drawing-boards plans for light-metal freighters, and it is understood that they have made a certain amount of progress with aluminium-alloy superstructures.

INCREASED SPEED, INCREASED RANGE, OR INCREASED ARMAMENT? A stern view (*above*) and a bow view (*below*) of the new 75-ft. aluminium-alloy torpedo-boat launched recently at Beaumaris, Anglesey, from the Saunders shipyards. The M.T.B.539 is one-third of the weight of an equivalent steel vessel

NELSON RELICS for the NATION

Treasures from Trafalgar House to be Displayed in the National Maritime Museum

Since the Government decision to cease the Nelson pension on the death of the present Lord Nelson, a decision that led to one of the liveliest debates the Commons has held in recent years, the family are faced with a heavy burden of death duties, and as a result they have decided to put Trafalgar House on the market. This fine house, near Salisbury, a gift from a grateful nation to the first Earl Nelson, the man whom Britain showered with honours following his brother's death at Trafalgar, a rather loud-voiced and boisterous country parson, cost the country £90,000 when it was purchased in the nineteenth century. Lord Strabolgi urged in 1947 that the house be preserved as a memorial to our greatest admiral, and Lord Methuen suggested that the National Trust be given the means of acquisition. However, it seems that the sale is to go on, and that Trafalgar House will pass to the highest bidder. Although it is a magnificent property, it is, after all, its contents, not its fabric, which are so intimately connected with Nelson.

It is good to know, therefore, that 141 items from Trafalgar House, including pictures, documents, furniture, china and silver, all linked with the Admiral's name and fame, have been acquired by the Trustees of the National Maritime Museum for the sum of £25,000, thus ensuring that a unique collection shall be preserved for the nation. A few of the items from this wonderful collection are shown on these pages: Nelson's chair from the *Victory*, as well as his silver and ivory Copenhagen seal, his pistols, and many interesting documents.

TRAFALGAR HOUSE WILL BE PUT UP FOR AUCTION ON JUNE 2: The house, which was bought by the nation for the first Earl Nelson, elder brother of the Admiral, was held by the family under settlement from which, however, it was released by the passing of the Trafalgar Estates Act in 1947, under which the Nelson pension is confiscated after the death of the present Earl. Trafalgar House, lying in the valley of the Avon, six miles south of Salisbury, contains many relics of the great commander, and these have been acquired from the present Earl for £25,000 and will be exhibited in the National Maritime Museum

IN THE SALON OF TRAFALGAR HOUSE: A portrait of Countess Hilary, second wife of the first Earl. The latter was the brother of the great commander. Earl Nelson's first wife, Sarah, daughter of the Rev. Henry Yonge, was on intimate terms with Lady Hamilton. Countess Hilary, daughter of Rear-Admiral Sir Robert Barlow, married again after the first Earl's death. The titles and pension passed to a nephew, Thomas Bolton, who changed his name to Nelson

CHERISHED ITEMS IN THE NELSON COLLECTION: A glass case including the Admiral's watch and the seal with which he sealed his letter to the Danes after the battle of Copenhagen. There are more than 140 items in the collection of relics

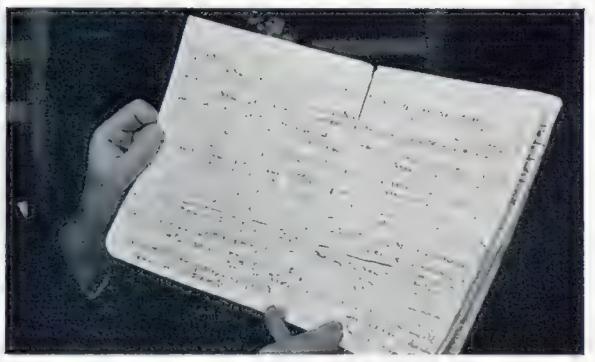
THE ADMIRAL'S UNIFORM AND STICK: Two of the most treasured relics in the Nelson Collection. This unique collection would undoubtedly have brought a much greater sum if it had been offered at public auction. The purchase price has come to a very large extent from private benefactors

LANDING PIKES ON THE WALLS OF TRAFALGAR HOUSE: These weapons from Nelson's "Victory" adorn a recess in the music-room. There are also pistols and guns used by the naval sharpshooters, who played not a little part in the tactics of late eighteenth- and early nineteenth-century sea warfare

A TREASURE-HOUSE OF MORE THAN NAVAL RELICS: A magnificently inlaid Chinese cabinet in the boudoir of Trafalgar House. Nelson added to his collection of furniture considerably during the period when he was persona grata with the King and Queen of the Two Sicilies at the Court of Naples

THE ADMIRAL'S EASY CHAIR: After Trafalgar it was brought ashore from the "Victory." On the right arm can be seen the patch much worn down by the stump of Nelson's arm

ENGRAVED WITH NELSON'S NAME AND THE DATE 1780: A fine pair of eighteenth-century pistols. They bear the name of the maker, Wogdon, of London



WHEN NELSON WAS HUNTING THE ELUSIVE VILLENEUVE: A double-page from the Admiral's log for the month of September 1804. This was just after the death of his old rival, La Touche Treville, when Bonaparte decided to make a gigantic effort to get control of the Channel

IN THE HOUSE OF MANY RELICS: *Left*—A massive mural in the Painting-room at Trafalgar House and the long corridor (*right*) packed with relics of the great Admiral. Of the many portraits of Nelson at present in Trafalgar House the most interesting is J. Rigaud's study of him as a Post Captain. The picture was started when Nelson was twenty, but was put aside by the artist while the sitter was away in the West Indies on a long spell of service

BATTERSEA PARK PROVIDES THE SETTING FOR LONDON'S ALFRESCO SCULPTURE EXHIBITION: Some of the exhibits in the Tropical Gardens at Battersea, where a special display of sculptural art has been organised by the London County Council in conjunction with the Arts Council of Great Britain. The sculpture in the background on the right is the wooden effigy of a horse by John Skeaping. McMillan's "Mother and Child," in Portland stone, and "Spring," a bronze by Charles Wheeler, which is illustrated *below on right*, and "Girl With the Gardenias," by Epstein, are also included. Most of the sculpture is contemporary. There is also a notable work by Rodin

CREATORS OF THE TURBOCAR: An invention that may revolutionise the world's motor industry. Mr. Geoffrey White (left) and Mr. Harry Leach (right), co-designers with Mr. R. H. Barr of the world's first gas-turbine engine for automobiles, discussing future plans at the drawing-board with Mr. Joseph Saleim Peress (centre), a co-director of their company, Centrax Power Units, which they formed for the development of gas-turbine propulsion. The three are seen in Mr. Peress's factory at Brentford, Middlesex. Their new engine has no pistons, cylinders, clutch or radiator—and will run on anything that will burn with a continuous flame

BESIDE THE LAKE, BENEATH THE TREES: Charles Wheeler's sculpture "Spring" being put into position in the open-air exhibition of sculpture staged in Battersea Park

A Home Survey

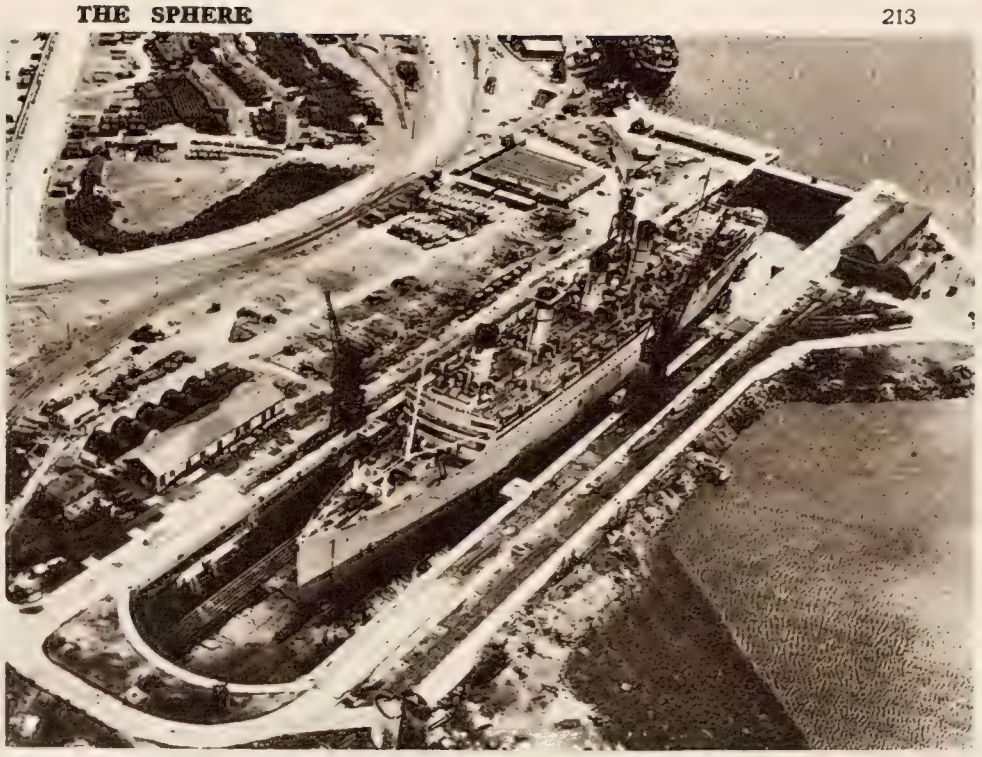
NEWS FROM LONDON AND THE PROVINCES

ROGATION DAYS IN THE HOME COUNTIES: The Rev. J. F. B. Keith, Rector of Ashwell, Hertfordshire, holding a service in a farmyard during a tour of his parish. In accordance with the custom of Rogation Days, the Monday, Tuesday and Wednesday before Ascension Day, the Rector blessed the crops, the farmyards, the farm animals, the gardens and the orchards. In the background can be seen the tower of Ashwell's fourteenth-century church. The Rogation Days used to be called Gang Days, from the custom of ganging round parishes to beat the bounds

BLESSING THE WELL AT EAST MARDEN: Members of West Sussex Young Farmers' Club and the Milland Valley Young Farmers' Club standing with their banners at the cross-roads as the vicar held a Rogation-tide service. East Marden has no public-house, shop or post-office, but it glories in a fine old church

BRITISH RAILWAYS LAUNCH A MONSTER PROJECT: A mobile excavator at work on the Toton development site. Twelve giant excavators, hauled by former Army tanks, have begun the task of removing a hill, 50 ft. high and containing about 4,000,000 cubic yards of earth, which stands in the way of a big British Railways' project for the modernisation of the marshalling-yards of the London Midland Region at Toton, between Nottingham and Derby. Earth from the hill is to be excavated at the rate of from 11,000 to 20,000 cubic yards a week and will be used to form level ground on which will be laid 22 miles of ordinary track and a 5½-mile network of points and crossings. The total area to be excavated and filled is 1½ miles long and covers 24 acres. In addition to this big excavation job, a tributary of the River Erewash is to be diverted. This heavy engineering work is the preliminary to a big scheme for modernising the "up" traffic yard of the London Midland Region at Toton Sidings, and so speeding up the movement of coal supplies from the Midlands

GLIDER ACES PARADE FOR BRIEFING: Mrs. Ann Douglas, manager and non-participating captain of the team, with Mr. L. Welch, Mr. C. Nicholson, Mr. C. J. Wingfield, and Mr. P. Wills at Redhill Aerodrome. These four British glider aces will compete in the International Gliding Contest in the Swiss Alps this summer, and they assembled at Redhill for their first practice with the new equipment they will take with them. Senior pilot is Philip Wells, forty-one-year-old London company director. Charles Wingfield, of Shrewsbury, holds the British distance record of 218 miles, set up in the U.S. National Contest



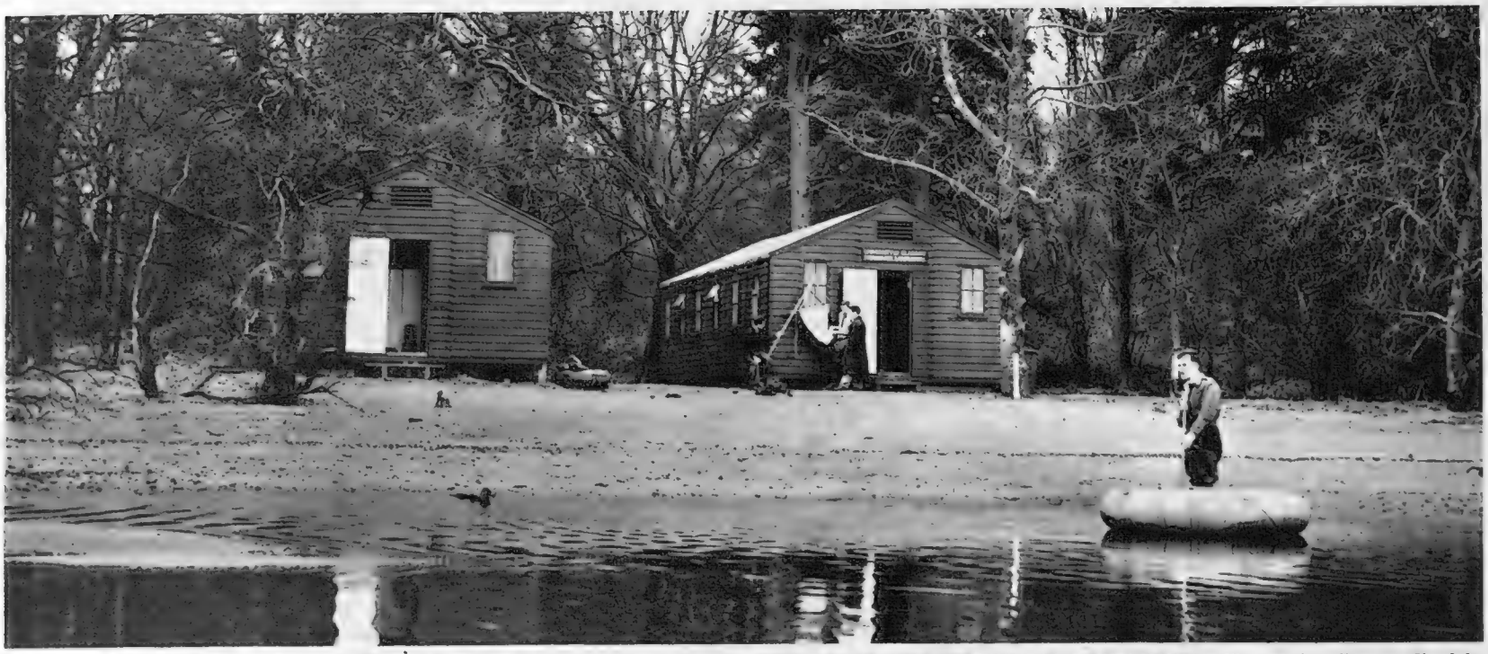
THE "AQUITANIA" RETURNS TO CIVILIAN LIFE: An aerial view of the 45,000-ton liner, in her youth the largest merchant-ship ever launched from British yards, in the King George V Dock at Southampton, where she is being prepared for her return to service with the Cunard-White Star Line. The *Aquitania's* first job on refitting will be to make eleven round trips between Southampton and Halifax, Nova Scotia, carrying 1,100 emigrants on each voyage. The first sailing will be on May 25. *Aquitania*, distinguished by her four funnels and graceful lines, always had a great reputation for comfort. In her heyday her partners on the Western Ocean were the record-breaking *Mauretania* and the giant *Berengaria*, which came to Britain as war reparations

IS TULIP-TIME ON CUCKOO FARM: Gathering blooms on a bulb farm at Spalding, Lincolnshire, where there are 250,000 bulbs to the acre. The first Sunday in May brought thousands of visitors to the bulb fields, mostly cyclists from the Midlands. Motor-coaches also came into the area in great numbers

BIG STEAMERS "PARK" TOGETHER IN THE LONDON RIVER: The P. and O. liners "Strathmore," "Strathaird" and "Strathnaver" lying in Tilbury Docks. This is the first time that three P. and O. ships of this class and size have ever been berthed together in any port, and they represent nearly 70,000 tons of gross shipping. The *Strathaird*, which has returned to passenger and cargo service between the United Kingdom, India and Australia as a fully-reconditioned liner, has shed two of her three funnels. When her sister-ship *Strathnaver*, still on Government service, is returned to the P. and O., she will undergo similar treatment. *Strathmore* has just completed her last voyage as a troopship and is to leave for the yard of Vickers-Armstrongs at Newcastle to be reconditioned. When refitted she will return to the India-Australia service

PAULINE BYRNE, THE ROSE QUEEN, LEAVES ST. MARY'S CHURCH, STOKE: Pauline, described as "the girl with the miracle touch," is walking behind a youth bearing a circlet of roses. A year ago Pauline placed a chaplet of cream roses on the head of a figure of the Madonna in St. Mary's Church, Stoke. To-day these flowers, which were hothouse grown, are still intact. Scientific investigators say that the roses are dead, but they cannot understand why they have not fallen apart

THE BRITANNIA COCONUT DANCERS COME TO LONDON: Eight bands, ten choirs, three pipe bands from Scotland and some 200 folk-dancers, all from the eight divisions of the National Coal Board, took part in the National Colliery Music Festival held at Harringay Arena. Perhaps the most picturesque of all the visitors were these dancers from Bacup, who are seen engaged in a rehearsal in London before leaving for the Arena. The Britannia Coconut Dancers are feudal in origin. In olden times a dancer headed processions of rush-bearing carts wielding a long whip "to keep the devils away." Now the whipper-in, who is seen on the right, goes ahead to warn traffic that the dancers are approaching



GLASGOW UNIVERSITY'S FRESHWATER LABORATORY AND FIELD STATION AMID THE TREES ON THE WESTERN SIDE OF LOCH LOMOND: The station lies on Sir Iain Colquhoun's Luss estate, and in charge of research is Dr. H. D. Slack, who is seen in the foreground paddling an R.A.F. dinghy. Dr. Slack is now preparing the equipment for a submarine survey of the Loch's deepest stretch, which lies about a mile north of Tarbet. Samples of mud from the bottom of the loch will be recovered and temperatures and light-density readings will be taken at varying depths

AFTER A SAFARI ON THE LOCH: Mr. Lawson (of the Insect Field Station), Mr. Russel Hunter, and Dr. Slack coming ashore with their instruments at Glasgow University's Freshwater Laboratory, Loch Lomond

THE SUBMARINE SCIENTISTS

Exploring the Bed of Loch Lomond, and the Bed of the English Channel

What goes on 620 ft. below the surface of Loch Lomond, where, 20,000 years ago, a giant glacier had its bed, is to be investigated this year by Dr. H. D. Slack and his party of Scottish zoologists, and some of the pictures on this page show their preparations for the task in hand. Loch Lomond probably has the largest extent of deep water of any lake in the British Isles, and Dr. Slack expects to achieve some very important results. During the building of his Freshwater Biology Field Station last year a helmet with a Chinese inscription was retrieved from the lake, so Dr. Slack's team of experts is prepared for almost anything this season

LOOKING FOR FLAWS IN THE TRAWL NET: Mr. W. Russel Hunter with the equipment used for collecting samples of life from various depths of the loch. This is lowered by block and tackle from the motor-boat

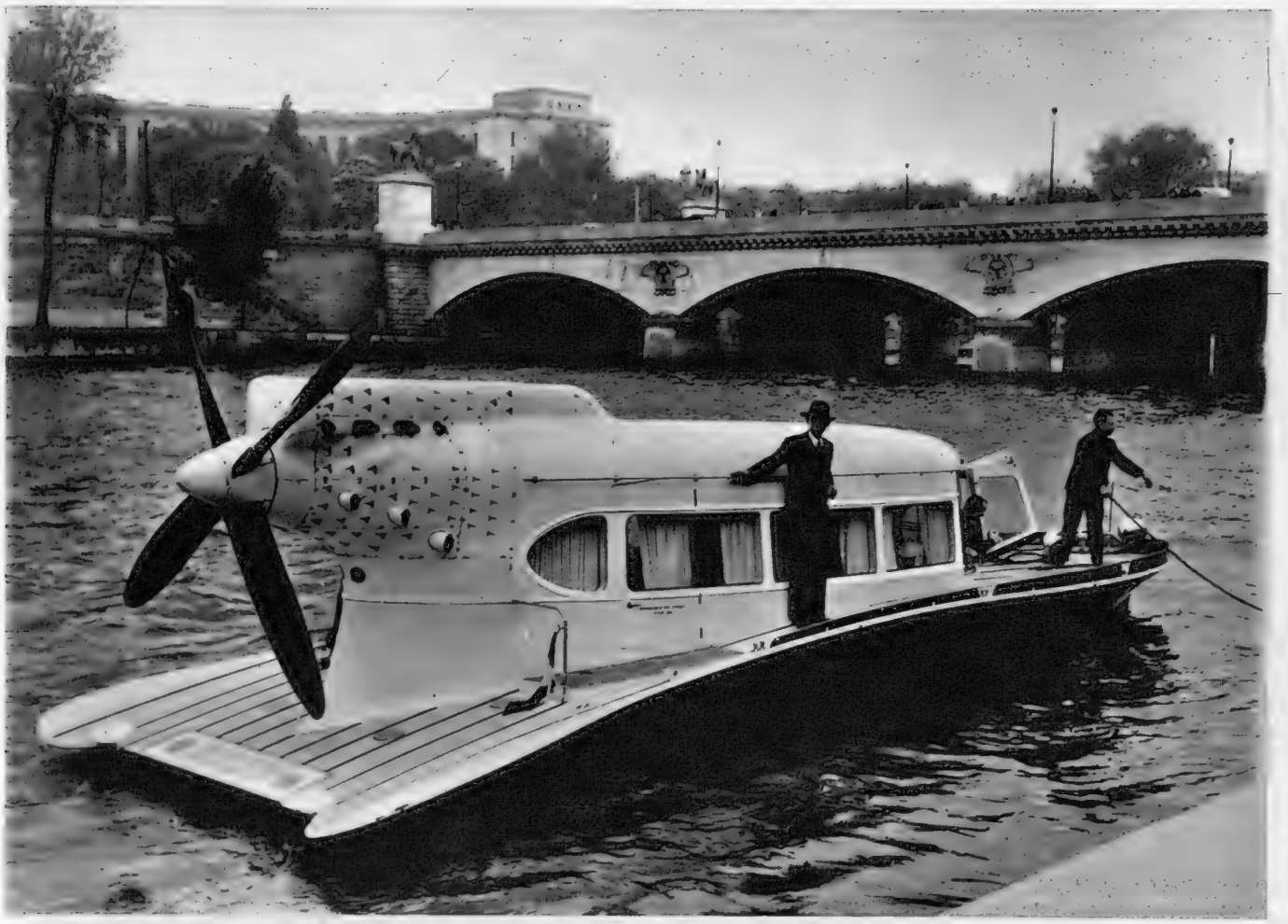
THEY HAVE BEEN MAPPING THE ENGLISH CHANNEL AS IT HAS NEVER BEEN MAPPED BEFORE: Lieut. I. G. Raikes in the conning-tower of the submarine "Talent" at Portland with Mr. R. L. G. Gilbert, Mr. B. C. Browne, and Mr. P. B. Cooper, three scientists who have set out to make a gravity survey of the bed of the Channel with electronic apparatus. The survey will help in interpreting the geology of Southern England in relation to that of the Continent

The submarine *Talent* sailed from Portland last week on a voyage of underwater discovery, the plan being to explore the bottom of the Channel and to build up a complete geological picture of the Channel bed. Three Cambridge University experts and a specialist navigating officer have been added to the *Talent*'s normal ship's company of fifty for the research. Something like 1,000 miles of the Channel bed will be covered in an area roughly bounded by Plymouth, Cherbourg and Hastings. Accurate measurement of this kind can only be made under very steady conditions, and the movement of a surface vessel would make it impossible to make the necessary observations except in a dead calm. A submarine, however, at a depth of 100 to 200 ft., is so steady, even in rough weather, that measurements can be made at sea almost as accurately as on land. This method of working was originally devised by the well-known Dutch scientist, Professor F. A. Vening Meinesz, and has been used by him to make over 1,000 gravity measurements all over the oceans. The work has also been carried on by the U.S.A., France, Italy, Russia, and Japan. A British expedition in August 1946 on board H.M.S. *Tudor* surveyed an area from the north coast of Spain to the Rockall Bank. Besides valuable scientific results, the experience gained showed how the apparatus and technique might be improved. The survey in the Channel will provide an opportunity of testing out these new ideas, as well as throwing light on the geological structure of the terrain that once linked England to Continental Europe.

GALLIC INVENTION

Some New and Unusual Craft Tried Out on French Waterways

News comes from France of some unusual craft. M. Couzinet's *Arc en Ciel*, illustrated on the left, is an 8-ton hydroplane which can carry twenty-two passengers and a crew of two. Its 500-h.p. Hispano-Suiza engine gives it a maximum speed of 60 m.p.h. and a cruising speed of about 40 m.p.h. In shallow waters and also on fast-flowing rivers, such as the Rhône, the special qualities of the hydroplane are said to be most apparent. Lying at Marseilles is another strange boat in which two Frenchmen, a coppersmith from Alleins (Bouches-du-Rhône) and a noodle-maker from Toulouse, are about to make a world trip. Two masts, two hulls, and two cockpit doors should eliminate any hard feelings on this global adventure. More serious in intent is the expedition to Greenland planned by Paul Emile Victor, and his amphibious craft for the expedition are also illustrated on this page



THE HYDROPLANE "ARC EN CIEL" COMPLETES A TEST RUN ON THE SEINE: This machine, reputed to be the largest of its kind in the world, has been built in Brazil by M. Couzinet and is now on exhibition in Paris. M. Couzinet, until lately manager of the Lagoa Santa Aircraft Works, intends to build hydroplanes in large numbers, having special regard to their value for operation on shallow waterways

BOUND FOR GREENLAND'S ICY MOUNTAINS: One of the amphibious vehicles of the French polar expedition which Paul Emile Victor is taking to Central Greenland. It is being tried out in the park at Fontainebleau

UPS AND DOWNS IN THE PARK AT FONTAINEBLEAU: Four of the amphibious vehicles which Paul Emile Victor is taking with him on his expedition to Central Greenland. *On right*—Vehicle No. 8 showing its paces on the lake at Fontainebleau. M. Victor hopes to cross Central Greenland and produce a survey of the vast, almost unknown, hinterland

PRELUDE TO A WORLD ADVENTURE: In this boat two Frenchmen, Marcel Castellas, a coppersmith of Alleins, in the Bouches-du-Rhône, and Raoul Christaien, a noodle-maker of Toulouse, are hoping to circumnavigate the globe. The boat, with two masts for two triangular mainsails, and with two Diesel engines as auxiliaries, is made of welded iron. It seems to have two of everything, even two cockpit doors. When this picture was taken, fitting-out was in progress

THE FORTRESS OF LONDON, THE MECCA OF THE TOURIST INVASION—AN AERIAL VIEW OF THE TOWER, WHICH WILL BE A PRIME ATTRACTION FOR THE TENS OF THOUSANDS OF AMERICAN VISITORS HEADING FOR BRITAIN THIS SUMMER: Last week, on Ascension Day, it was the scene of the Beating of the Bounds of Tower Liberty. In the centre stands the White Tower, the oldest and most important part of the fortress. **(See also page 207)**

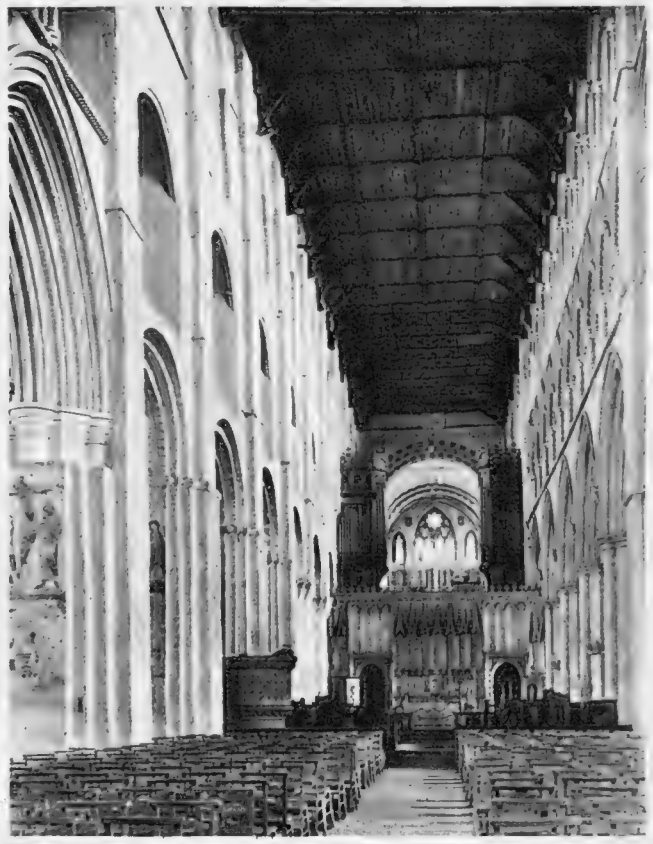
Whatever else is missed by the tourist the Tower of London finds a place on every sightseeing round in London, and this summer there is no doubt that the guides at the ancient fortress are in for a busy time, for news comes of capacity bookings in the Queen liners on West-East Atlantic crossings in the coming months. The Tower of London was first built by William the Conqueror for the purpose of protecting and controlling the City, but the present buildings are partly of the Norman period with examples of almost every English style thrown in. During its long history it has been used as a fortress, a palace and a prison, and has housed the Royal Mint, the Public Records, and, for a short while, the Royal Observatory. The oldest and most important building is the White Tower, in which is now housed one of the finest armouries in the world. The Inner Ward is defended by a wall flanked by thirteen towers, while the Outer Ward is defended by a second wall flanked by six towers on the river side, and by two bastions

TO COMMEMORATE 1,000 YEARS OF HISTORY—ST. ALBANS ABBEY, STANDING ON THE SITE OF EXECUTION OF ENGLAND'S PROTO-MARTYR: A view looking towards the Presbytery, showing the High Altar Screen, which during the history of the Abbey has been both destroyed and restored, the restoration taking place in the last century

HISTORY IN STONE

A New Aerial View of the Tower of London: The St. Albans Anniversary

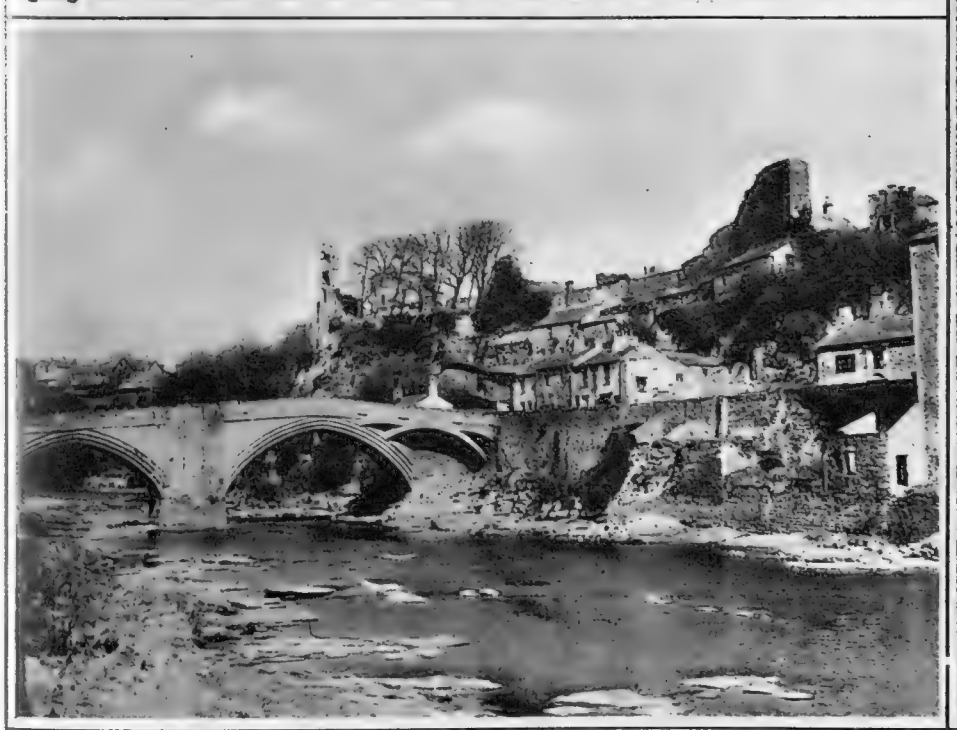
In June, celebrations will begin in St. Albans, Hertfordshire, on the occasion of the 1,000th anniversary of not one, but five, still flourishing institutions: three churches, a market and a school. Standing on the site where Alban, a Roman soldier, was executed for his faith, is the Cathedral and Abbey Church of St. Albans, which although not concerned with the celebrations, will undoubtedly be a centre of attraction among visitors. The Abbey was founded in the eighth century by Offa, Saxon King of Mercia, but a church has stood on St. Albans site for more than 1,600 years. The present abbey succeeded Offa's in 1077, and is famed for its great length of 550 ft., making it the second longest church in Britain, and for its Norman Tower, built with bricks from the ruins of the Roman fortress town of Verulam, which stood on the opposite bank of the river. A great deal of restoration work at the Abbey has been done within the last seventy years, but the Tower and main Transept walls stand practically as they were built in the eleventh century. They form one of the finest examples of early Norman work to be seen anywhere in this country



THE NAVE OF ST. ALBANS ABBEY, SHOWING THE ROOD SCREEN WHICH COMPLETELY SEPARATES THE HIGH ALTAR FROM THE BODY OF THE CHURCH: Three distinct styles of architecture can be seen, Norman, Early English and Decorated. The bays on the north side are of Norman origin, the work of Paul de Caen, first Norman Abbot, in 1077

A MONSTER TANKER TAKES SHAPE ON THE LEFT BANK : The hull of a 27,000-ton freighter rising from the stocks beside the Tees. Three giant cranes lift the prefabricated parts into place, and soon all will be ready for her launching from the Furness Company's yard

A GREAT CRANE RISES ABOVE TEESSIDE : In his movable eyrie the operator can look out across an industrialised world, watching ships under construction and many more going out from the Tees to the ends of the earth to earn dollars for Britain



THE TEES GLIDES BY THE RUINS OF BARNARD CASTLE : A view familiar to Teessiders who walk the flower-decked banks where the Romans hunted deer. The old bridge, link between Yorkshire and Durham, makes no concessions to modern traffic

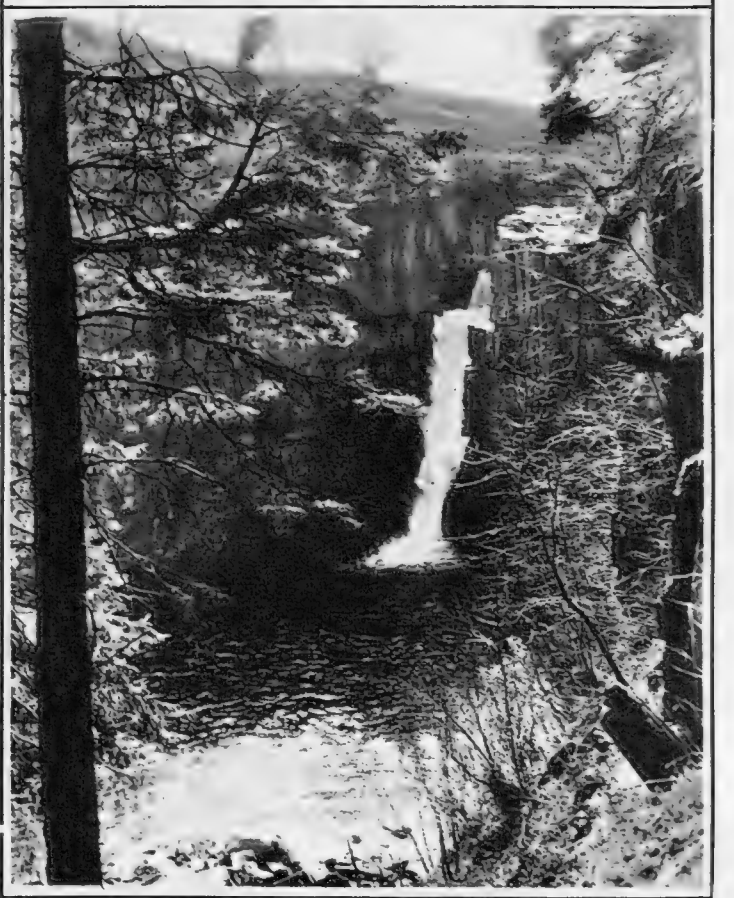
THE CRAFT WITH A STRANGE LOOK : Tugs towing the *Rigel* in the River Tees. Her extraordinary appearance is due to the fact that she was built for the express purpose of cutting down port dues

CONTRAST BY THE TEES

The Camera Follows the Course of One of Our Great Northern Rivers

The Tees rises in Crossfell, Cumberland, and from its source in this remote and lovely part of the North Country to its estuary it offers as great a contrast as any English river. The beauty of the cataract at High Force, beloved of sightseers, and of the scene at Barnard Castle, where it flows silently beneath the ruined walls, compare strangely with the lower navigable stretch where the river passes through three great industrial towns, Stockton, Darlington, and Middlesbrough, before debouching into the sea at the broad estuary of Tees Mouth between Redcar and West Hartlepool. In its eighty-mile course the Tees is first the boundary between Durham and Westmorland and then the boundary between Durham and Yorkshire

WHERE THE RIVER MEETS THE SEA : This is called the Fifth Buoy and it is a light well known to mariners entering the river. The post is manned by the Tees Conservancy Commission



"HIGH FORCE," THE HIGH SPOT OF TEESDALE : The renowned waterfall, which fills the sombre gorge with ceaseless roar, draws sightseers by the thousand during the spring and summer

PALESTINE: THE CRESCENDO OF VIOLENCE

As the Mandate Draws to an End

By CHARLES GRAVES

TO-DAY, May 15, is possibly the most fateful in the whole of Palestine's troubled history, and the eyes of the world are on Jerusalem now that Great Britain has officially abandoned her mandate. True, the sudden influx of British troops, including the Royal Marine Commandos, may keep some kind of order, but unless there is complete change in policy British military forces will not interfere with local fighting except in their own defence.

As historian of the Royal Ulster Rifles, who suffered many casualties between 1937 and 1939 and again between 1945 and 1947 in Palestine, I am particularly interested in the situation; the more so after seeing my brother Richard, Chairman of the Municipal Commission of Jerusalem, or, as he is more popularly known, the last British Mayor of the Holy City, immediately on his return. It is quite apparent from the records of the Royal Ulster Rifles that the Jews must have learnt a great deal about sabotage and guerilla warfare from the British troops who were protecting them from the Oozlebarts, as the Arab gangs were known to the troops. The troubles were largely stirred up by the Arabs, and on occasion the Jews were actually given arms with which to protect themselves. Many of these are still in the possession of the Jews, who also acquired rifles, automatic weapons and ammunition by theft, barter and purchase from British and Dominion troops over a period of years.

To-day, the Jewish forces consist of the Haganah armed militia, 30,000 to 40,000 strong—mostly quite decent responsible citizens, according to all accounts. Next to them are the Irgun Zvai Leumi, semi-extremists, about 5,000 strong, and the Stern Gang, about 2,000 strong, who are as fanatical as the worst type of Nazi. According to some experts, neither mercy, ruthlessness nor weakness will make any difference to the behaviour of the Stern Gang.

I described some weeks ago a talk I had with the Arab Bureau in London on the subject of Arab forces likely to be deployed in Palestine after to-day. Since then it has become quite clear that the Palestine Arabs fighting irregular warfare have not distinguished themselves; indeed, they have greatly annoyed the commanders of the invading Arab forces by carrying out unauthorised skirmishes. Of the invading forces, already 600 Iraquis have been squatting for weeks on the pumping station at Ras al Ain, the source of Jerusalem's water, some 40 miles from the Holy City. They have no official right to be in Palestine at all. They are, in fact, trespassing. Their presence has forced the withdrawal of the Jewish engineers from the pumping-station, though they have given a safe conduct to the senior engineer, so that if anything goes wrong, repairs can be effected without interruption.

In Jerusalem itself the Arabs are thought to have better and bigger cisterns in the old mosque area, several of them being the size of swimming-pools. As the rains were late this year, most of the cisterns, including the famous Solomon's Pools, were full of water. If, therefore, they cut the water pipeline, it might be very awkward for the Jews, whose cisterns are small and few, and are largely dependent on the water-works.

One of the very last people whom my brother Richard saw before returning by aircraft to England last week was Brigadier Glubb Pasha, with a number of Arab officers, obviously making a reconnaissance. The position of the Arab Legion and its English officers is peculiar. King Abdullah of Transjordan has been subsidised to the tune of £1,300,000 a year for some years to maintain these excellently trained troops. Whether the subsidy will be renewed this year is a matter of conjecture. Britain has a treaty of alliance with Transjordan, and, as the House of Commons was reminded last week, the first article of that treaty binds Transjordan not to adopt in regard to foreign countries an attitude inconsistent with the alliance or likely to create difficulties with the other party. As for the English officers, it is generally thought that they might consider themselves compelled to resign their commissions if any grave differences arose between Great Britain and Transjordan.

To revert to the Jewish troops, probably 8,000 to 10,000 of them have seen some kind of regimental service in foreign armies or the Jewish Brigade. The foreign armies include those of the United States, France, Great Britain, Poland and Russia. Taking everything into consideration, my brother thinks that it is more or less an even money chance as to which side will win if out-and-out warfare is allowed to continue. After three months, however, he thinks it quite possible that a stalemate will be reached. What also seems probable is that a number of amateur naval engagements will take place between the Royal Egyptian Navy and American ships bringing stores, equipment and possibly recruits for the Jewish forces. The Jews, in fact, have a shipping line called the Heatid, the vessels of which will probably be converted into armed merchantmen. The so-called Royal Egyptian Navy does not consist of much more than a handful of armed minesweepers and has never been into action. If the American ships carry any kind of armament, as they probably will, they should be able to see the Egyptians off. As for aircraft, the Jews have a certain number, though their vintage is uncertain. The Egyptian Air Force is much more modern, and the Arab League forces possess a certain amount of artillery in addition.

The Jews have no illusions about what will happen to them if they lose the war, but they expect to be reinforced by considerable numbers of volunteers from Europe and possibly the United States. In the meantime, the outrages on both sides have been horrible. War has been waged with complete disregard for decency and humanity. It had recently been agreed that both sides would observe the Geneva Conventions, but people who have lived in Palestine for the last few years know full well that the political leaders on both sides have the utmost difficulty in keeping their extremists in order. The telephone was still working in Jerusalem up to last week, though the Post Office has announced that it can no longer be responsible for mails. The Palestine broadcasting service is still carrying on, but is likely to close down any day. The Jews have announced that they would open a short-wave station in English from Tel Aviv immediately. Nothing is known, however, of the broadcasting intentions of the Arabs. For some days the oil refinery at Haifa has ceased functioning. It was producing at the rate of 4,000,000 tons a year, of which 1,000,000 was consumed in Palestine. Any day now, therefore, it can be expected that the electric power-station in Jerusalem will go out of commission, as also will the water supply works, which are operated by Diesel fuel oil. In which connection, the fire-engines, hoses and other gear belonging to the Arab section of Jerusalem Fire Brigade were stolen by the Arabs themselves two or three weeks ago. Every attempt to get them back has failed. It was suggested, therefore, to the fire brigade chief that he might deliberately start a fire in some Arab quarter to give the Arabs an object-lesson. But the suggestion was not taken seriously.

In my brother's opinion, "the abandonment of the Mandate, without making sure that Great Britain would be replaced by a successor Government or Governments capable of ruling the country, has prepared the way for an experiment in anarchy which can only be paralleled in the Dark Ages." Actually, it was not until the partition decision was announced at Lake Success last winter that the smouldering heat of racial animosity and political incompatibility burst into flame. After the Jews had indulged for a number of hours in a carnival of rejoicing, the Arab riots started on December 2. They were small and easy to quell at the outset, but the security forces showed towards the crowds of youthful hooligans an indulgence which they must have been repenting ever since. Napoleon guaranteed to disperse a demonstration in Paris with "a whiff of grapeshot." Our policemen and troops, however, were instructed to restrict themselves to preventing clashes between Arabs and Jews. Since then the crescendo of violence and lawlessness has become a straightforward civil war.

Once again to quote my brother: "If our defeatism and the tergiversation of U.N.O. eventually bring about the intervention of the only great military power which could restore order in Palestine, we are only then asking for it." In fact, of course, Russia is a considerable distance away from Palestine. Russian airborne troops might admittedly arrive in large numbers. That is one possibility. Another is that if a stalemate develops between the Jews and Arabs, intervention by Great Britain or the United Nations might possibly succeed. The third possibility is that King Abdullah of Transjordan might accept a solution involving the Jewish State outlined in the Partition Plan if he is able to add the Arab territories of Palestine to his own kingdom.

THE ARGYLL AND SUTHERLAND HIGHLANDERS TAKE OVER AT LYDDA AIRPORT: An officer with one of his patrols outside the control tower and main airport building. Arab looting broke out at Lydda at the end of April, and it was then that the British Army took over from the small force of Palestine Police stationed there

THE LAST DAYS OF THE MANDATE: British luggage being loaded into a B.O.A.C. airliner at Lydda en route for England. This plane was one of two sent in from Cairo to help deal with the rush of departing administrators. When the Arabs looted Lydda at the end of April they left the airport in a shambles. Their main concern, it seems, was to steal vital parts for their radio transmitters

PERSONALITIES of STAGE and CONCERT PLATFORM

ELLEN TERRY THEATRE AWARDS FOR 1947 TO PEGGY ASHCROFT AND ROBERT MORLEY : The best actress and actor of the year with their statuettes. Both acting honours were won for performances in *Edward My Son*. During the presentation, the footlights went out because arclights for film cameras overloaded the lighting. A special award went to C. B. Cochran as the man who had "best served the British theatre in our time." Mr. Cochran had previously refused to serve on the Committee because he did not approve of the British theatre copying Hollywood's "Oscars."

KING MARCUS AND PRINCESS ADRIANA OF LOTAVARNIE : Sir Ralph Richardson, as the King, receives Anne Butchart, as his daughter ; behind are John Turnbull, as Mr. Klogg, the Prime Minister, and David Hutcheson, as Colonel Nakoran, in Romilly Cavan's Ruritanian satire "Royal Circle," at Wyndham's Theatre. *Royal Circle* was not well received by the critics, some of whom compared it unfavourably with G. B. Shaw's *The Apple Cart*. But it gives Sir Ralph Richardson the opportunity for a new characterisation—that of the lighthearted king of a small European State. Meriel Forbes (Lady Richardson) plays the King's mistress and Lilian Braithwaite the Queen Mother

WOLFIT WEDS : The Shakespearean actor with his wife and leading lady, Rosalind Iden. Soon after his return from Canada and on his forty-fifth birthday, Donald Wolfit married Rosalind Iden, daughter of Ben Iden Payne, the celebrated Shakespearean actor and producer, who in 1944 was appointed director of the American Shakespeare Company by the American Theatre Guild

JESSIE MATTHEWS COMES BACK : Here she is singing "My Canary's Gone Swing" in "Maid to Measure," at the King's Theatre, Hammersmith. Jessie Matthews made a triumphant return, singing and dancing with all her old charm, in her new revue, which has drawn many pre-war fans to Hammersmith

FRANCES DAY WEARING A NEW YORK STYLE BLOUSE : She was attending the premiere of "No Orchids for Miss Blandish" at the Plaza Cinema. The celebrated platinum blonde has not been seen on the London stage since *Separate Rooms* at the Strand Theatre last year. The film of James Hadley Chase's novel of vicious, gangster life has aroused a storm of disapproval, which had been gathering for some months as British film producers seemed to outvie one another in the making of progressively more brutal pictures

AVRIL COLERIDGE-TAYLOR CONDUCTS HER FATHER'S WORKS AT THE ALBERT HALL : She led an orchestra of 90 and a choir of 750, trained to concert standard in two months. A pioneer among women conductors, Avril Coleridge-Taylor first appeared at the Albert Hall in 1933, when she conducted the Coleridge-Taylor Symphony Orchestra, which she had formed to give employment to musicians during the depression

GREAT-GRANDDAUGHTER OF "THE SWEDISH NIGHTINGALE" : Barbara Lind practising for her concert at the Wigmore Hall last month. For the occasion, she wore the brooch presented to her great-grandmother by Queen Victoria. After the presentation, Jenny Lind never appeared without the brooch. Barbara Lind is the wife of Sir Oliver Welby

The World of Books—By VERNON FANE

BEFORE NEWMAN TOOK THE PLUNGE

A Study of the Victorian Cardinal Prior to His Admission to the Roman Catholic Church

IT was Cardinal Newman's wish that anyone writing a biography of him should begin with his forty-fifth year, the year in which he was admitted into the Catholic Church, and so far the biographers have followed that desire and written mainly of his life as a Catholic, beginning with the great controversy caused by his leaving the Church of England. In 1845, this step of Newman's was sensational; it shook and, to a great extent, modified future thought on the position of the Catholic Church in this country, and it was widely and even passionately discussed. But Newman did not come to his decision until he was a man in his middle years, and the forty-four preceding years are obviously worthy of study, since they provide the gradual evolution of spiritual experience which led to the momentous change.

Miss Maisie Ward's father was the author of the standard biography of Newman, but she has chosen to write of YOUNG MR. NEWMAN (Sheed and Ward. 21s.), from his earliest childhood to 1845, and to give as full an account as possible of his family life at that time, of his relations with his brothers and sisters, of his life at Oxford, where he was a Fellow of Oriel College and, later, successively curate and vicar to Oxford churches.

Most interesting of all, however, are the chapters that deal with the controversy itself, and his friendships with such figures as Pusey and Keble. Here the author shows both the man and the churchman, and it is in doing that that she has achieved a major and serious work of biography.

Salvador de Madariaga ON HAMLET (Hollis and Carter. 10s. 6d.) has provided an unusual book which would not come amiss in one's luggage for Stratford-on-Avon this summer. The beginnings of the book were in the author's preparation for a Spanish translation of the play, and for this he found it necessary to make a line-by-line study, not only of the words, but of the characters they showed.

There have been countless Hamlet theories, on the real existence of the model, on the Freudian significance of his speeches and actions, and on the revelation of Shakespeare's own mind which the play may be said to make. Professor de Madariaga takes the latter line, and sees the personages of the play as integral with Shakespeare's own mind and imagination, but as human beings in spite of being imagined ones.

To call a work scholarly has sometimes been taken as meaning that it was tedious. This book is both the result of a scholarly brain and the art of a vivid writer, though I confess that that part of the analysis which is expressed in the German terms of Ur-Ophelia, Ur-Hamlet and Ur-Horatio did provoke a possibly ill-timed chuckle.

Surely Mr. Charles Graves is the most genial of guides, and the most inspiring to comfortable and even luxurious foreign travel. In THE RIVIERA REVISITED (Evans. 15s.) he has not only "covered the waterfront" from Monte Carlo to Marseilles, and given his own lively impressions of the way in which the various resorts and villages appear after an absence of eight years, but he has managed to give the eager and possibly frustrated reader hundreds of tips about good restaurants, clean hotels, convenient beaches and hospitable bars.

There is no doubt at all that Mr. Graves enjoyed the journey that was necessary to collect all this information. What is equally evident is his skill in presenting all his discoveries and opinions in such a good-humoured and engaging way.

I wouldn't say that ANSWER TO QUESTION 33 (Collins. 8s. 6d.) was the ideal title for a novel, but at least it is the label for quite a remarkable story by Mr. Christopher Sykes. It opens in the present year, and in the House of Commons, where the narrator of the tale, one Kirkby, has come to listen to Question Time, and particularly to the answer to one specific question on which he has been able to give a Member some advice. Before this comes up, though, he hears another question asked, and it is this unexpected query and response that moves him to go back in his personal recollections to the facts that might have provided the real answer.

In doing this, Kirkby tells the story of his life, which is bound up in a minor way with the subject of the parliamentary question, and in a more sustained way with the story of the woman he has loved from childhood.

The love story, which is hopeless to an irritating degree, is not what gives the novel its own particular kind of distinction, but the author's descriptions, first of all of the exotic county-and-London-season life of the young beauty, and secondly, though these are the more stirring, of the Kirkby character's own life in the consular service.

THE RAIN GOD WEEPS FOR MEXICO (Aldor. 10s. 6d.) is a story with a purpose, and that is to re-tell the story of Cortés, in new terms. Mr. Leslie Passuth attacks his mission with energy and confidence.

ASKING FOR TROUBLE (Bodley Head. 7s. 6d.) is a short but effective novel by Mr. T. O. Beachcroft, who tells the story of a young, attractive, rather silly girl and her infatuation for a man who is a thoroughly bad lot. Baldly phrased, that might seem to have the elements of a novelette, but the integrity of this author's writing, and his sensitive and imaginative handling of incidents in the lives of perfectly commonplace people, not only save the book from that category, but raise it to the level of a small work of art.

TO MAKE A SURVEY OF THE LATEST DEVELOPMENTS IN ART-TEACHING METHODS IN THE UNITED STATES: Mr. William Johnstone, Principal of the L.C.C.'s Central School of Arts and Crafts. Sailing for New York on May 15 on the *Queen Mary*, Mr. Johnstone is to visit most of the outstanding American institutions which have made the greatest contribution to art and architecture. Mr. William Johnstone, Principal of one of the most famous art centres of London, was educated at the Edinburgh College of Art, and in France, Italy, Spain and Holland: his paintings have been exhibited in the United States, London and Paris. In addition, he is the author of *Child Art to Man Art* and *Creative Art in Britain*. Before becoming Principal of the Central School of Arts and Crafts in 1947, he was the Principal of Camberwell School of Arts and Crafts, considered by many to be the most successful art-teaching experiment in this country

Miss Dorothy Whitton has chosen the Wars of the Roses for the setting of her romantic novel HALO OF DREAMS (Macdonald. 8s. 6d.). Her heroine is a girl who imagines that she is called upon to be a second Joan of Arc, and ventures out from her Essex manor to fight on the side of Warwick the Kingmaker, until she realises that for all her fortitude and all her righteous ambition, she is merely being used as a pawn in an incomprehensible game.

Upon which, this Joan returns to her home and to a more modest conception of happiness. A simple tale, even rather artless, but not without its charm.

PURSUIT TILL MORNING (Duckworth. 8s. 6d.) is neither simple, artless, nor charming, but it has its points. It is a first novel by Mr. Alan Wykes who, when he is tired with the contemporary idiom of violence and brutality, might write a far better book. The present one concerns the activities of two brothers, one of whom has hypocritically wronged and cheated the younger. The climax is in a night chase through the streets of London, which is genuinely dramatic and, although slightly overwritten, indicates considerable power in the author.

STARVING CASTLE (Phillips and Green. 8s. 6d.) is a sometimes incoherent but not unintelligent murder mystery, set in one of those remote parts of the English countryside that seem to invite the presence of drug-taking poets, mulatto innkeepers and dark deeds in general. Mr. Charles Wootton keeps things moving at a good pace.

Sir Osbert Sitwell holds the literary stage with his autobiography, the second volume of which earned him an award for the most distinguished work of the year, and the third, just published, brought him a chorus of unanimous praise. But for originality—originality based on an intelligent, unfettered approach—and for gracious prose, felicitously in keeping with the subject, there must surely be another chorus for brother Sacheverell Sitwell. In THE NETHERLANDS (Batsford. 18s.) Sacheverell Sitwell has produced a picture of Holland, that, without avoiding the windmills, the canals, and the flower markets, the picture galleries, the town halls and the sentimental sights and scenes which other writers have stressed so markedly, is essentially more robust. For once the accent is not upon the pretty-pretty; we see Holland through the eyes of a man with a sense of history, conscious of the great heritage of a land that produced such men as William the Silent and Rembrandt and sent its seamen and its colonisers forth to the ends of the world. It has been Mr. Sitwell's endeavour to get out of the museums and into the open air, to avoid obvious paths if more enchanting byways offer. His digression upon the art of Cornelis Troost, that painter who has been so indiscriminately dubbed as the "Dutch Watteau" and the "Dutch Hogarth," is in itself a most valuable monograph upon an artist deserving of wider fame, but it in no way mars the balance of Mr. Sitwell's ably penetrating picture as, with the eye of maturity, he looks upon the culture and customs of a great neighbour nation.

There are two kinds of enthusiast who remain unwearying in their fanatical absorption each in his own highly individual subject, the cricket devotee and the railway devotee. Here is fare for both, and of a high standard. THE RAILWAYS OF BRITAIN (Batsford. 15s.) is the work of O. S. Nock, but despite the imposing array of letters after the author's name, the book is no dry-as-dust record. It is a brightly-written, at times lighthearted, account of our railways past and present, and is accompanied by a wealth of illustration, including drawings by Heath Robinson and Emett, ardent advocate of the "old look" locomotive.

SACHEVERELL IN HOLLAND

A Robust and Penetrating Survey

CRICKETER'S CARNIVAL (Stanley Paul. 16s.) is Learie Constantine's latest effort, and there is no doubt that that great all-rounder will again delight his growing reading public. This time Mr. Constantine gives an account of an imaginary cricket carnival at which a team of Old Timers, led by "W.G.", play a match against the author's choice of the eleven best contemporary players. The result is a tie, so honour is satisfied, though it may be controversy is not by-passed, for some will note with dismay that those two stalwarts, Denis Compton and Bill Edrich, neither have a place in Mr. Constantine's team of Great Contemporaries. In describing this monumental match, almost ball by ball and run by run, the author brings in stories of the game, his own assessments of other players, and indeed, draws us right behind the scenes.

William B. Ziff is one of those Americans who have made the Palestine problem their especial study. His book, THE RAPE OF PALESTINE (St. Botolph's Publishing Co. 18s.), runs to nearly 600 pages. It purports to be up-to-date, but it is not; it also purports to be a factual, closely-documented statement, but there is immoderation and insensate venom in these pages, and the object of attack, of course, is the Mandatory Power, Britain. Mr. Ziff in his foreword indicts Britain for Jew-baiting and attacks the looting, acts of vandalism and acts of cruelty perpetrated by British troops. He makes no attempt to tell us the source of his information regarding the alleged irregularities of the British military, but airily predicts that a nation countenancing such acts cannot survive in a remade world. Mr. Ziff may be a modern crusader, but his capacity to make mischief hardly falls short of that of his countryman, Ben Hecht.

DOWN RAMPS (Cassell and Nicholson. 18s.) by Lambton Burn, traces the growth of the Eighth Armada from Tobruk, 1941, to Kiel, 1945. The onslaughts on Sicily, Salerno, and Anzio are dealt with at length, also the Normandy landings. Mr. Burn is economical of words, but his story has the tang of battle and the clear imprint of the eye-witness who was very much a part of all that took place in those dramatic days.

Two additions to the "English Masters of Black and White" Series (Art and Technics. 8s. 6d.) are EDMUND SULLIVAN, by James Thorpe, and BARNET FREEDMAN, by Jonathan Mayne. Sullivan was a magnificent pen-and-ink illustrator, and some of his drawings for the classics, notably *Pilgrim's Progress*, are a delight. Freedman's pointillist technique is brilliantly effective.

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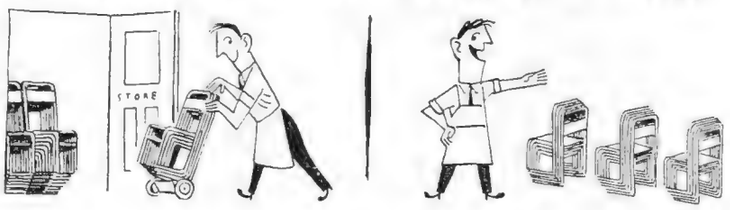

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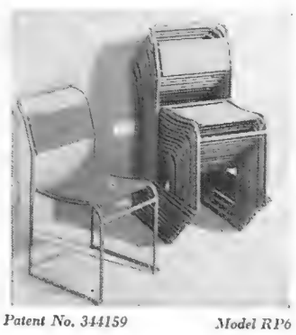

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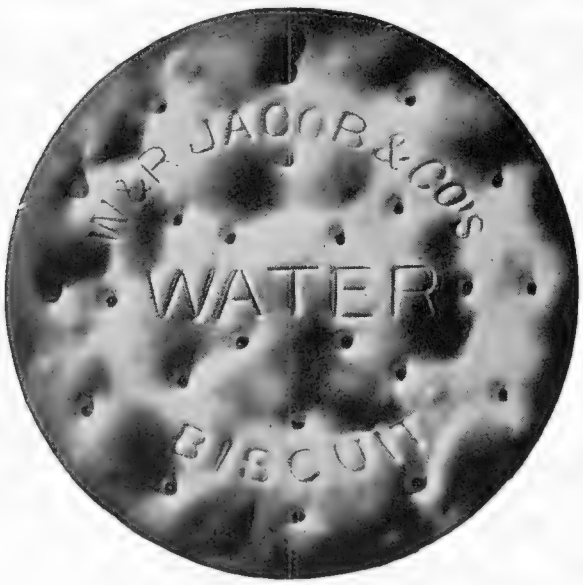

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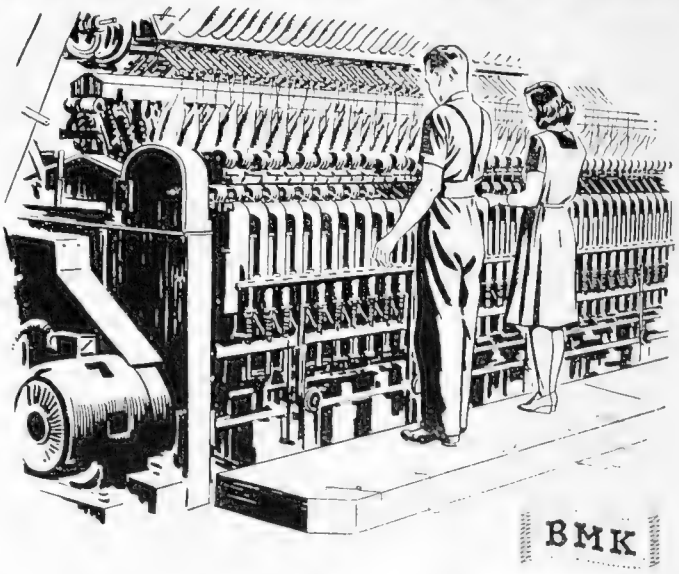

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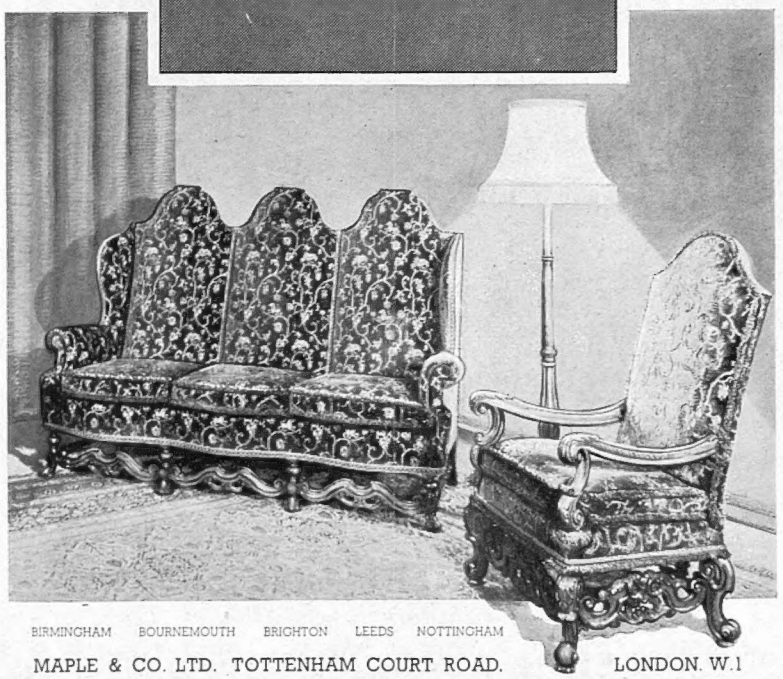

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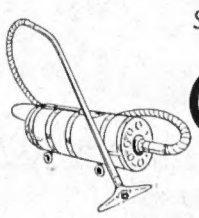

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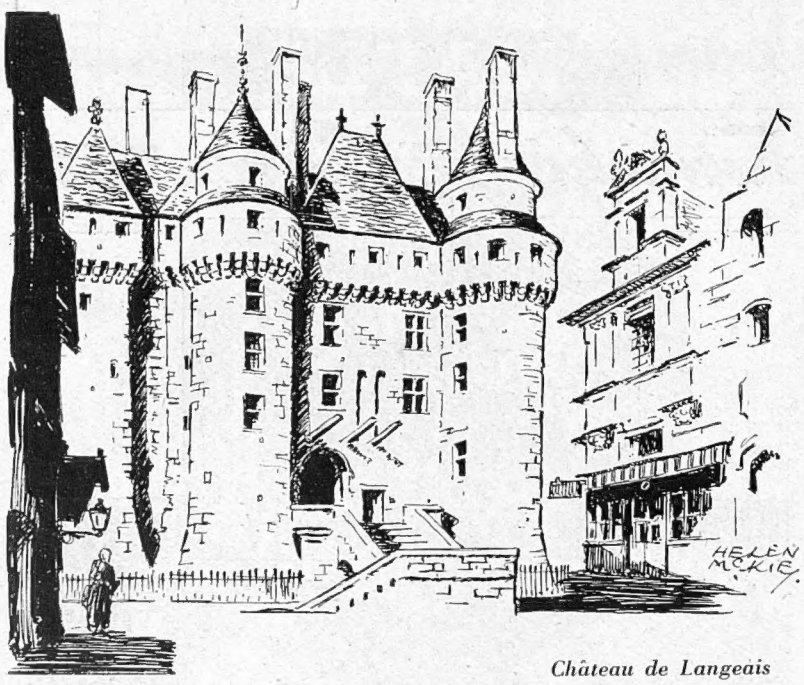

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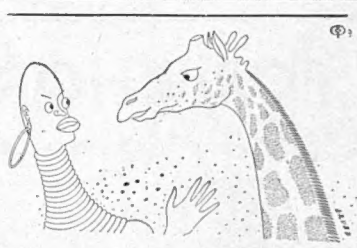

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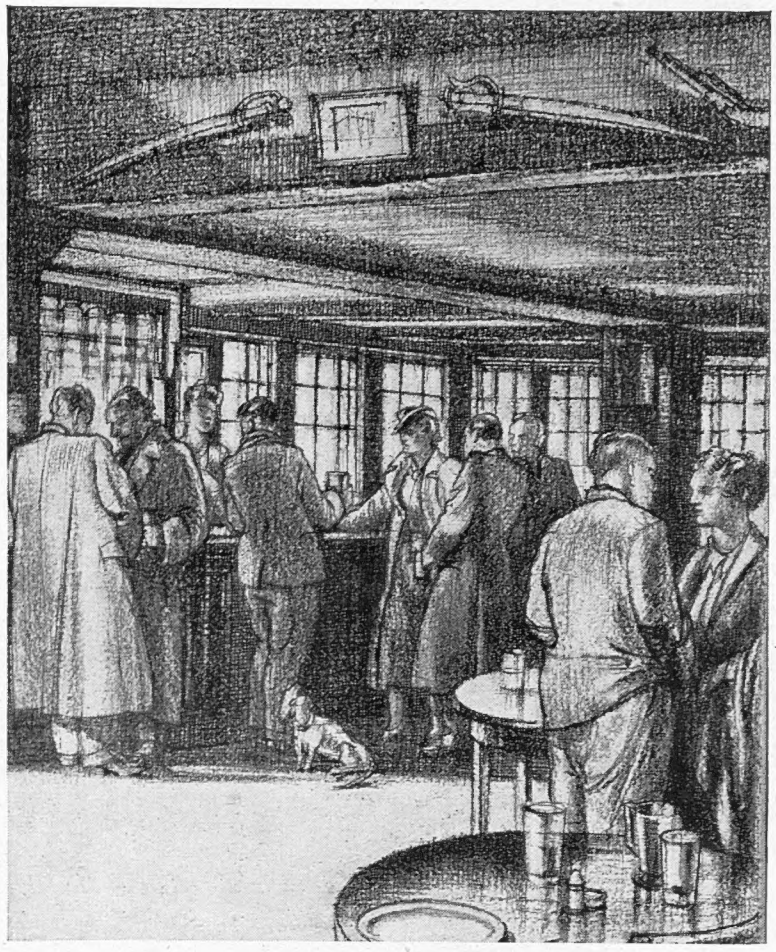

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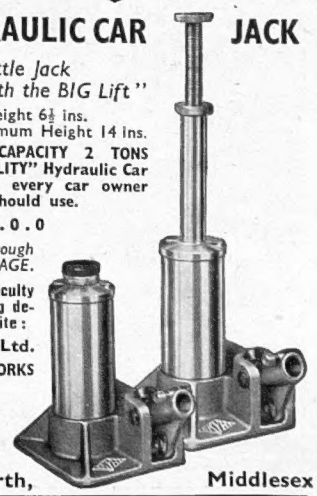

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